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I N T E R N A T I O N A L VOLUME 3, NO.1 MARCH 1989

MANSELL AT FERRARI

ITALY'S MOST VALUABLE PLAYERS

THE SEASON AHEAD —
THE TEAMS & DRIVERS

PALMER'S F1

BRABHAM'S BACK





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IT'S A QUESTION OF DETAIL

SEIKO

The brightest team in Formula 1



NANNINI TESTING AT JEREZ

AT THE HEART OF THE WORLD'S MOST
COLOURFUL SPORT IS BENETTON FORMULA – THE
BRIGHTEST NAME IN GRAND PRIX RACING. NOT JUST
BECAUSE OF THE DISTINCTIVE LIVERY THAT ADORNS
RORY BYRNE'S SUPERLATIVE FORMULA ONE DESIGNS,
BUT BECAUSE THE TEAM ARE POISED TO MAKE
THEIR BIGGEST SPLASH YET AS 1989 TAKES
GRAND PRIX RACING INTO A NEW ERA

When Benetton assumed control of the Toleman team at the start of 1986, it was the logical move from sponsorship to full-scale team ownership. The arrival of Peter Collins as Team Manager completed the first Benetton picture. With his skills allied to the universally acclaimed design talents of Byrne, Benetton became race winners in that landmark 1986 season. In mid-1988 they passed the 100 Grand Prix mark. And as Formula One becomes fully atmospheric again, Benetton will use Ford's all-new V8 engine, lubricated by Mobil 1, to power one of the most attractive driver pairings in the business of winning races. Benetton's first World Championship points were won in 1983.

They took the coveted pole position for the first time in 1985 at the world-famous Nurburgring. A year later, the combination of Byrne's design, Collins' tactical nous and the forceful driving of Gerhard Berger brought Benetton that first Grand Prix victory in the colourful setting of Mexico. In 1987 the Benetton points tally increased again, but 1988 brought the team their most successful season to date.

Looking to the normally-aspirated future, Benetton Formula enjoyed exclusive use in 1988 of Ford's DFR V8 engine. No fewer than seven times, Benetton drivers won places on the rostrum as the team streaked ahead of the atmospheric opposition and most of the turbo brigade. Third place in the Constructors' Championship was just reward for Benetton in a year of consistent speed and style.

Having routed all but the most powerful turbo teams in 1988, Benetton Formula have all it needs to lead the way in 1989. The partnership with Ford continues, and this year their new V8 will back team leader Alessandro Nannini in a new driving partnership with Johnny Herbert, one of the brightest new recruits to Formula One ranks.

Sandro Nannini belongs to a rare but recognisable Italian breed: the out-and-out racer. His Grand Prix career began at the Brazilian race in 1986 – at exactly the same time as the Benetton team's under its new name. Two seasons in an uncompetitive car honed Nannini's ambition to the point where a move to Benetton in 1988 was timed to perfection. At last, a competitive car would allow Sandro to add the vivid brush strokes to a broad canvas of Formula One experience that will see him reach his own 50-race landmark at Monaco in 1989, shortly before his 30th birthday. A talent acknowledged by team managers and drivers alike, Nannini is the ideal spearhead for the 1989 Benetton Formula campaign. Twice last year, in the Silverstone rain and the Spanish sun, Sandro took his place on the rostrum with finely-judged drives into third place – his best-ever results en route to a top ten place among the world's driving elite.

Nannini may not yet be an Old Master, but the young man alongside him in the Benetton colours this season is another of the most exciting apprentices of the last decade. Britain's Johnny Herbert has been singled out as the most outstanding natural talent to emerge since the late Jim Clark, and his arrival in a Benetton cockpit is the logical conclusion of a working relationship begun two seasons ago.

Victory in the Formula Ford Festival at Brands Hatch in 1985 thrust Herbert into the limelight. Within two years the



NANNINI

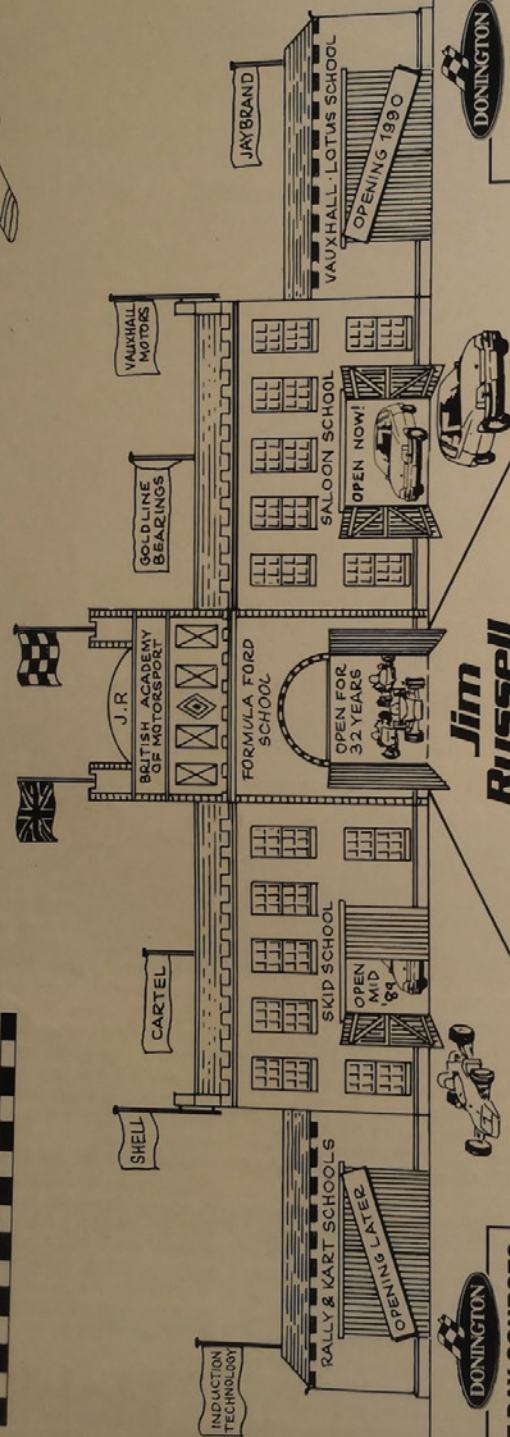
Romford driver, 25 this year, was Formula Three Champion of Great Britain, an achievement that brought with it a test drive in a Benetton Formula One car. The apprentice mastered the complexities of Grand Prix power so readily that in testing at Imola he was faster than his future teammate Sandro Nannini. The start of 1988 served only to underline the talent on tap, for Herbert won his first Formula 3000 race at Jerez in relaxed and brilliant style: he was the most rapidly rising star on the Formula One horizon.

Motor racing's cruel habit of giving with one hand and taking away with the other asserted itself when Herbert was injured in the F3000 round at Brands Hatch. But the winter has seen him match talent with raw courage, fighting back to fitness for a return to racing at the highest level. Benetton's confidence in him was undimmed. Peter Collins, a close follower of Herbert through Johnny's Benetton Formula Junior days, quickly took up his option on him for a 1989 campaign in which the pairing of Herbert and Nannini is the most exciting on the Grand Prix grids.

Old heads on young shoulders, maybe: but teams, not individuals, make successful Grand Prix racers. Benetton Formula's two young stars can lean on the expertise of a staff approaching 100, headed up by the widely-respected Peter Collins, himself one of the most battle-hardened managers in the sport. Rory Byrne is perhaps the most gifted designer in Formula One today. His Benetton B188 won high praise from all quarters in 1988, and this year a fifth new engine in as many seasons is simply the latest challenge to this genius of the drawing-board.

Benetton, then, are at the centre of the Formula One landscape. The men in key positions are past masters at their art; the young talent at the wheel is ready to find its full expression. This is the brightest team around – and Nannini and Herbert stand poised to paint the most vivid pictures in Benetton's Grand Prix history.

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Jim Russell

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World News

END OF A DECADE

1989 marks the end of the fourth decade of modern Grand Prix racing. What happened at the ends of the other decades of modern Formula One history?

In 1959 Jack Brabham, driving a Cooper Climax, won his first of three World Championships. Sir Jack can still be found in racing paddocks today as he watches his sons Geoff, Gary and David race in IMSA and Formula Three.

In 1969 Jackie Stewart, driving a Matra Ford for Ken Tyrrell, won his first of three World Championships. These days Stewart is perhaps even more prominent out of the cockpit as he rushes around the world for his business and television concerns. Tyrrell, of course, still runs a Formula One team, but has yet to match the glory days of Stewart. That year Mario Andretti drove three races for Lotus. Of all the Formula One drivers in 1969, only Andretti is still racing. In 1989 Mario and his team-mate, son Michael, are strong favourites to win the CART Indy Car Championship.

In 1979 Jody Scheckter won the championship in a Ferrari. Now retired, Scheckter runs a high-tech company in America called Firearms Training Systems. It builds what looks to be advanced video games (but far more deadly serious) for police and military personnel weapons training. Last year Scheckter climbed into an IMSA GTP car and within three laps had equalled the regular driver's best time. But he has no plans to return to racing. Of the Formula One drivers competing in 1979, Rene Arnoux, Mario Andretti, Derek Daly, Emerson Fittipaldi, Jan Lammers, Jochen Mass, Riccardo Patrese and Hans Stuck are still regulars on the 1989 racing scene.

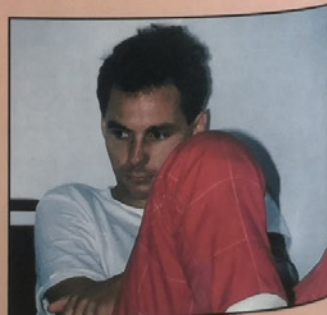
BENETTON ILLEGAL

Using illegal fuel in the 1988 Belgian Grand Prix proved to be very costly for the Benetton Ford team. FISA fined them US\$250,000 and stripped the points from Thierry Boutsen's third place and Alessandro Nannini's fourth place. Losing the points didn't change Benetton's third place in the Constructors Championship nor Boutsen's fourth place in the Drivers Championship. Nannini, however, dropped from seventh to tenth in the final standings.



PRIZE TO BERGER

FISA awarded the 1988 Jim Clark trophy and its 50,000 pounds sterling prize money to Gerhard Berger. The trophy was given to the driver who "has shown the most talent, sporting worth, self control, courtesy and fair play in respect of the other drivers and the championship officials during the past season."



Berger has reached an agreement with the Austrian government who told him last year that just because he was a Formula One superstar didn't mean that he was exempt from the mandatory year of national service. Berger, who at one point threatened to move to Monaco, will now do his army stint in installments by 1991. I wonder if they will put him in the motor transport pool...

NEW FRENCH CIRCUIT

Located in the mountains above the Mediterranean's French Riviera, the Paul Ricard circuit has hosted a dozen French Grands Prix since 1971. Ricard's Grand Prix contract expires in 1990, and in 1991 the race will probably move to the updated Magny-Cours circuit near Paris. Meanwhile in Singapore, construction of a new track has begun with the hopes of hosting a Grand Prix there in 1990 or 1991. And the USSR Motor Sport Federation has voted to apply for a Russian Grand Prix in the future.



PRE-QUALIFYING

The rules for pre-qualifying for Grands Prix this year have changed. Original plans called for a qualifying session to be held at a different track the week before each Grand Prix. Now the system is as follows. Every team which scored points in 1988 plus the teams which scored the highest non-points finishes do not have to pre-qualify. This list of 26 cars consists of McLaren, Ferrari, Benetton, Lotus, Williams, March, Arrows, Tyrrell, Minardi,

Ligier and Lola (each with two cars) plus one car each from Rial, Dallara, AGS and Coloni.

Those who must pre-qualify are EuroBrun, Osella, Zakspeed, Brabham, FIRST and Onyx as must the second cars of Rial, Dallara, AGS and Coloni.

The pre-qualifying session will be held from 8am to 9am on Friday morning. The fastest four to six cars will then be allowed to take part in practice and qualifying for the 26 starting spots.



DONNELLY WITH LOTUS

Camel Team Lotus has signed Irishman Martin Donnelly to a testing contract. A former Formula Three Champion now competing in Formula 3000, Donnelly will also be a reserve driver in case Nelson Piquet or Satoru Nakajima are unable to compete. Lotus has an option on Donnelly through 1992.

PHOENIX GP

The new home of the United States Grand Prix will be Phoenix, Arizona. After Detroit switched to CART Indy Cars, two race tracks — Laguna Seca and Road Atlanta — and the city of Phoenix said they were interested in hosting the U.S.G.P. Located in the desert Southwest, Phoenix has an average temperature of 37 degrees C on June 4th — race day.

LOTUS CHANGES

The off season has seen plenty of personnel changes from top to bottom at Lotus. Peter Warr will no longer be the "on track" team manager, and those responsibilities will now be handled by Rupert Mainwaring. Bob Dance, chief mechanic at Lotus since the days of Jim Clark, will now be in charge of the engine room. Former Arrows wrench Rich Taylor takes over as chief mechanic. Dance used to drive one of the transporters, and now Sam Boyle becomes the new "truckie". Boyle will also work as a tyre man, and all that leaves Kenny Szymanski (whose exploits have made World News in the past) out of a job.



MERCEDES BENZ

Mercedes Benz has decided not to return to Formula One competition. Mercedes will instead increase its participation in the sports-prototype series. Mercedes marketing strategy called for the company to compete against its main Japanese rivals — Nissan and Toyota — both of whom are expected to enter the series.

CHANGES

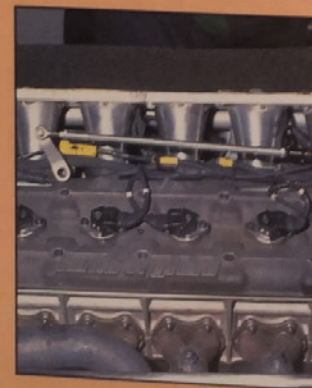
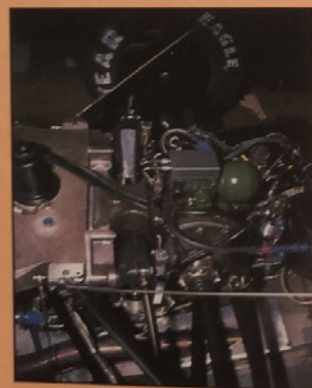
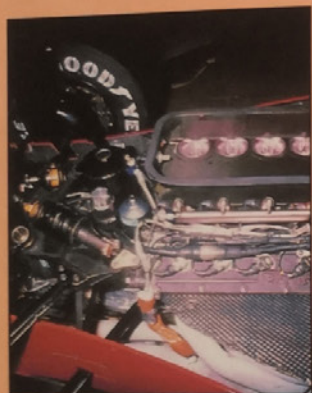
Benetton race engineer John Gentry has left the team to work for the factory Suzuki motorcycle team. Richard West, the amiable PR man for Marlboro McLaren, is now the manager for public relations for Tom Walkinshaw Racing.

SHORTER RACES

Grand Prix race distances have been shortened from 320 kilometres to 305 kilometres or a maximum of two hours.

NEW ENGINES

Testing at Jerez — Ferrari's 639, Benetton and the new Lamborghini.



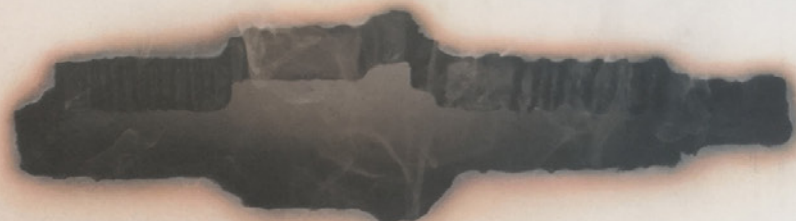
JEREZ TESTING

Jerez — Boutsen, (Top) Alliot, Mansell.



NEW CHAMPION DOUBLE COPPER.

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DOUBLE COPPER

KEEPS YOUR SPARK STRONGER FOR LONGER

THE SEASON AHEAD

BY DAVID TREMAYNE

SCUDERIA FERRARI SpA

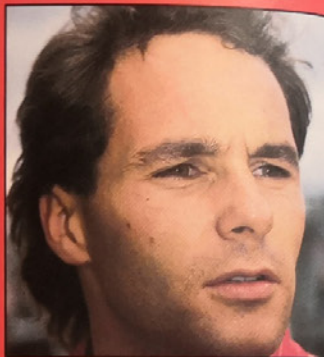
NIGEL MANSELL — Born Britain August 8, 1954. Formula Three and Formula Two. First Grand Prix Austrian in 1980 for Lotus. 1980-84 Lotus. 1985-88 Williams. 1989 Ferrari. 13 Grand Prix wins. 12 pole positions. 10 fastest laps.

GERHARD BERGER — Born Austria August 27, 1959. Formula Three. First Grand Prix Austrian in 1984 for ATS. 1984 ATS. 1985 Arrows. 1986 Benetton. 1987 Ferrari. 4 Grand Prix wins. 4 pole positions. 8 fastest laps.

TEAM — Most famous team of all, set up by the late Enzo Ferrari in 1947. Ferrari is synonymous with motor racing, and its cars have won 93 Grands Prix and 11 World Constructors' Championships, in addition to World Drivers' Championships for Alberto Ascari (1952-53), Juan-Manuel Fangio (1956), Mike Hawthorn (1958), Phil Hill (1961), John Surtees (1964), Niki Lauda (1975 and 77), and Jody Scheckter (1979).



NIGEL MANSELL



GERHARD BERGER

HONDA MARLBORO MCLAREN

AYRTON SENNA — Born Brazil March 21, 1960. British Formula Three Champion 1983. First Grand Prix Brazilian in 1984 for Toleman. 1985-7 Lotus. World Champion 1988 in McLaren. 14 Grand Prix wins (record 8 in a season in 1988). 29 pole positions. 10 fastest laps.

ALAIN PROST — Born France February 24, 1955. French Formula Three Champion 1979. First Grand Prix Argentina 1980 for McLaren. 1981-1983 Renault. 1984 McLaren. World Champion 1985 and 1986 McLaren. 35 Grand Prix wins. 18 pole positions. 27 fastest laps.

TEAM — The team of the Eighties. McLaren International has added World Drivers' Championships for Niki Lauda (1984), Alain Prost (1985 and 86) and Ayrton Senna (1988) to those won by Emerson Fittipaldi (1974) and James Hunt (1976), and a further three Constructors' titles to that won by Fittipaldi. When John Barnard worked there his cars were the class of the field, and now Steve Nichols' have taken over that role. Currently the best team, with the strongest driver line up.



ALAIN PROST



AYRTON SENNA



LEYTON HOUSE MARCH RACING TEAM

MAURICIO GUGELMIN — Born Brazil April 20, 1963. 1985 British Formula Three Champion. F3000. First Grand Prix Brazilian in 1988 for March. 1988 March.

IVAN CAPELLI — Born Italy May 24, 1963. 1984 Italian and European Formula Three Champion. 1986 F3000 Champion. First Grand Prix European in 1985 for Tyrrell. 1985 Tyrrell. 1986 AGS. 1987 March.

TEAM — After learning year in 1987, became most improved team in 1988 and a genuine front runner which led — briefly — in Japan. March first entered Formula One in 1970 with Stewart, Amon and Andretti, and has 3 Grand Prix wins to its credit, but 1987 effort is its first serious try for four years and likely to be its most successful and enduring.



IVAN CAPELLI



MAURICIO GUGELMIN

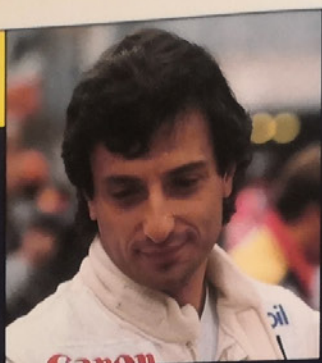


CANON TEAM WILLIAMS

THIERRY BOUTSEN — Born Belgium July 13, 1957. Formula Three and Formula Two. First Grand Prix Belgian 1983 for Arrows. 1983-86 Arrows. 1987-88 Benetton. 1989 Williams.

RICCARDO PATRESE — Born Italy April 17, 1954. Formula Three and Formula Two. First Grand Prix Monaco in 1977 for Shadow. 1977 Shadow. 1978-81 Arrows. 1982-83 Brabham. 1984-85 Alfa Romeo. 1986-87 Brabham. 1988 Williams. 2 Grand Prix wins. 2 pole positions. 3 fastest laps.

TEAM — One of the few teams capable of beating McLaren in the Eighties, Williams' fortunes were downed with the withdrawal of Honda engines in 1988, forcing it to compromise with Judds. Now that it has exclusive use of Renault's V10 expect it to produce the sort of form that has won it three Constructors' titles this decade and World Championships for Alan Jones, Keke Rosberg and Nelson Piquet.



RICCARDO PATRESE



THIERRY BOUTSEN



CAMEL TEAM LOTUS

NELSON PIQUET — Born Brazil August 17, 1952. 1978 BP British Formula Three Champion. First Grand Prix German in 1978 for Ensign. 1978 Ensign, BS McLaren and Brabham. 1979-85 Brabham. 1986-87 Williams. 1988 Lotus. World Champion 1981 and 83 Brabham. 1987 Williams. 20 Grand Prix wins. 24 pole positions. 23 fastest laps.

SATORU NAKAJIMA — Born Japan February 23, 1953. Formula Two (Japanese Champion five times). First Grand Prix Brazilian in 1987 for Lotus. 1987 Lotus.

TEAM — One of the great teams, Lotus has won 74 Grands Prix and 7 Constructors' Championships in addition to world titles for Jim Clark (1963 and 65), Graham Hill (1968), Jochen Rindt (1970), Emerson Fittipaldi (1972) and Mario Andretti (1978). Troubled recently, but resilient enough to bounce back.



NELSON PIQUET



SATORU NAKAJIMA



BENETTON FORMULA

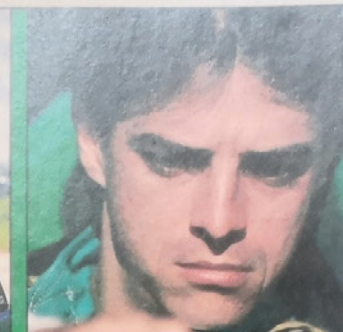
ALESSANDRO NANNINI — Born Italy July 7, 1959. Formula Three and Formula Two. First Grand Prix Brazilian in 1986 for Minardi. 1986-87 Minardi. 1988 Benetton. 1 fastest lap.

JOHNNY HERBERT — Born Britain June 27, 1964. 1987 British Formula Three Champion. F3000. First Grand Prix Brazilian in 1989 for Benetton (scheduled).

TEAM — Now one of the best teams around after a soul-destroying entry to Formula One back in 1981 as Toleman. Improved through 1983, nearly won Monaco in 1984, and did win Mexican Grand Prix in 1986 once acquired by sponsor Benetton. Reliability greatly improved in 1988, so ready to mount serious 1989 challenge.



JOHNNY HERBERT



ALESSANDRO NANNINI

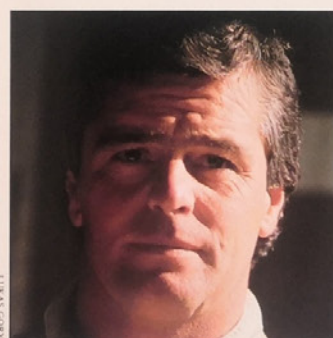


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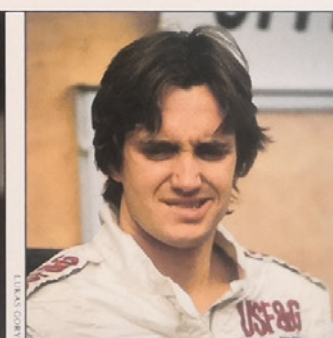
DEREK WARWICK — Born Britain August 27, 1954. 1978 Vandervell British Formula Three Champion. Formula Two. First Grand Prix Las Vegas in 1981 for Toleman. 1981-83 Toleman. 1984-85 Renault. 1986 Brabham. 1987 Arrows. 2 fastest laps.

EDDIE CHEEVER — Born America January 10, 1958. Formula Three and Formula Two. First Grand Prix South African in 1978 for Hesketh. 1978 Theodore and Hesketh. 1980 Oscella. 1981 Tyrrell. 1982 Ligier. 1983 Renault. 1984-85 Alfa Romeo. 1986 Haas Lola. 1987 Arrows.

TEAM — Entered Formula One in 1978 after acrimonious split from Shadow team. Forced to abandon original FA1 design by Tony Southgate after High Court ruling that it resembled his previous Shadow effort. A midfield team once initial impetus slowed, although ran near front briefly in early 1981. Yet to win a Grand Prix.



DEREK WARWICK



EDDIE CHEEVER



TYRRELL RACING ORGANISATION

JONATHAN PALMER — Born England November 7, 1956. British Formula Three Champion in 1981. European Formula Two Champion 1983. First Grand Prix European in 1983 for Williams. 1984 RAM. 1985-86 Zakspeed. 1987 Tyrrell. World Champion (non turbo) 1987 in Tyrrell.

MICHELE ALBORETO — Born Italy December 23, 1956. Formula Three and Formula Two. First Grand Prix San Marino in 1981 for Tyrrell. 1981-83 Tyrrell. 1984-88 Ferrari. 1989 Tyrrell. 5 Grand Prix wins. 2 pole positions. 5 fastest laps.

TEAM — A once great team desperately seeking the sort of inspiration that won it the 1969 (Matra) and 1971 (Tyrrell) Constructors' titles and Jackie Stewart his three World Championships. After qualified success in FISA's window dressing 1987 non-turbo championships (whatever they were worth), Tyrrell took a giant backward stride last year and is on its mettle to recover in 1989 with a heavily revised technical team.



MICHELE ALBORETO



JONATHAN PALMER



LARROUSSE CALMELS

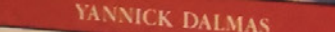
YANNICK DALMAS — Born France July 28, 1961. 1986 French Formula Three Champion. F3000. First Grand Prix Mexican in 1987 for Larrousse Calmels Lola. 1987 Larrousse Calmels Lola.

PHILIPPE ALLIOT — Born France July 27, 1954. Formula Three and Formula Two. F3000. First Grand Prix Brazilian in 1984 for RAM. 1984-85 RAM. 1986 Ligier. 1987 Larrousse Calmels Lola.

TEAM — Entered Formula One in 1987, in agreement with Lola Cars. Set up by former Renault racer and team manager Gerard Larrousse and partner Didier Calmels.



YANNICK DALMAS



PHILIPPE ALLIOT



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Vivitar

THE ART'S IN THE SCIENCE

LIGIER LOTO

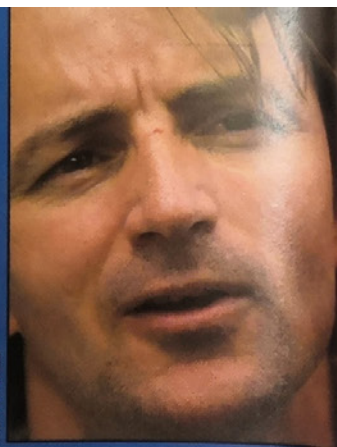
RENE ARNOUX — Born France July 4, 1948. Formula Three 1977. Formula Two Champion. First Grand Prix Belgian in 1978 for Martini. 1978 Martini and Surtees. 1979-82 Renault. 1983-85 Ferrari. 1986 Ligier. 7 Grand Prix wins. 18 pole positions. 12 fastest laps.

OLIVIER GROUILLARD — Born France September 2, 1958. F3000. First Grand Prix Brazilian in 1989 for Ligier (scheduled).

TEAM — Ligier entered Formula One in 1975 when racer turned constructor Guy Ligier moved away from sportscar racing. Team has won races over three years but never quite sustained its challenge to championship success. Best years 1979, 80 and 81. JS type number initials refer to the late Jo Schlesser, incidentally, longtime friend of Ligier.



OLIVIER GROUILLARD



RENE ARNOUX

SCUDERIA ITALIA

ALEX CAFFI — Born Italy March 18, 1964. Formula Three. First Grand Prix Italian in 1986 for Osella. 1986-87 Osella. 1988 Scuderia Italia Dallara.

ANDREA DE CESARIS — Born Italy May 31, 1959. Formula Three and Formula Two. First Grand Prix Canadian in 1980 for Alfa Romeo. 1980 Alfa Romeo. 1981 McLaren. 1982-83 Alfa Romeo. 1984-85 Ligier. 1986 Minardi. 1987 Brabham. 1988 Rial. 1989 Scuderia Italia Dallara. 1 pole position. 1 fastest lap.

TEAM — Entered Formula One in 1988 under ownership of Beppe Lucchini, with car designed by Sergio Rinland and Gianpaola Dallara.



ANDREA DE CESARIS



ALEX CAFFI

COLONI Spa

ROBERTO MORENO — Born Brazil February 11, 1959. Formula Three and Formula Two. 1988 F3000 Champion. First Grand Prix Australian in 1986 for AGS. 1982 Lotus. 1986 AGS.

PIERRE-HENRI RAPHANEL — Born France May 27, 1961. 1985 French Formula Three Champion. F3000. First Grand Prix Australian in 1988 for Larrousse Calmels Lola (DNQ).

TEAM — Entered Formula One in 1987. Owned by former racer turned entrant/constructor Enzo Coloni.



ROBERTO MORENO



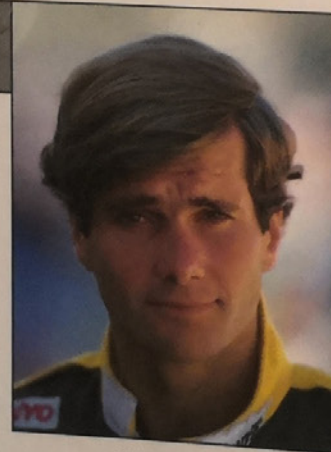
PIERRE-HENRI RAPHANEL

MINARDI TEAM Spa

PIER LUIGI MARTINI — Born Italy April 4, 1961. 1983 Italian Formula Three Champion. Formula Two. F3000. First Grand Prix Brazilian in 1985 for Minardi. 1985 Minardi. 1988 Minardi.

LUIS SALA — Born Spain May 15, 1959. Formula Three. F3000. First Grand Prix Brazilian in 1988 for Minardi. 1988 Minardi.

TEAM — Entered Formula One in 1985 when businessman/constructor Giancarlo Minardi graduated from Formula Two. Struggled with tricky Motorsi Moderni engines but had better 1988 season with switch to more reliable Cosworth power.



LUIS SALA



PIER LUIGI MARTINI



STEFANO MODENA



MARTIN BRUNDLE

MOTOR RACING DEVELOPMENTS

MARTIN BRUNDLE — Born England June 1, 1959. Formula Three (runner up 1983 British Championship). First Grand Prix Brazilian in 1984 for Tyrrell. 1984-86 Tyrrell. 1987 Zakspeed. 1988 World Sports Prototype Drivers' Champion for Silk Cut Jaguar. 1989 Brabham.

STEFANO MODENA — Born Italy May 12, 1963. Formula Three and F3000. 1987 F3000 Champion. First Grand Prix Australian in 1987 for Brabham. 1987 Brabham. 1988 Euro Brun. 1989 Brabham.

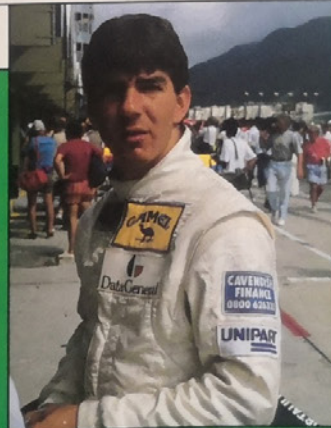
TEAM — After a year away, Brabham is back under revised ownership. It is a very different team to that which won championships for Nelson Piquet (1981 and 83) but has the same determined air about it. It remains to be seen whether it can find the same thread of technical ingenuity that made its name under Gordon Murray's design leadership.

FIRST RACING

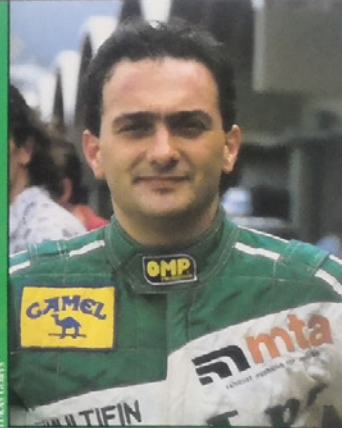
GABRIELE TARQUINI — Born Italy March 2, 1962. F3000. First Grand Prix San Marino in 1987 for Osella. 1987 Osella. 1988 Coloni. 1989 First.

JULIAN BAILEY — Born Britain October 9, 1961. Formula Three. F3000. First Grand Prix San Marino in 1988 for Tyrrell. 1988 Tyrrell.

TEAM — New to Formula One, but well respected for its F3000 exploits under boss, former Formula Two winner Lamberto Leoni. Referred to by some as the second best team in Italy.



JULIAN BAILEY



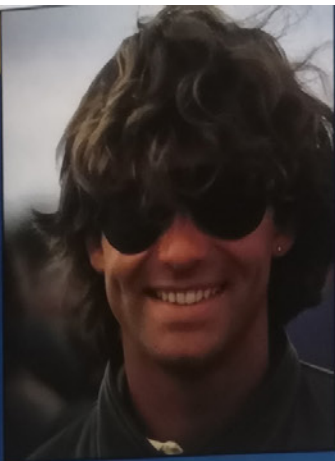
GABRIELE TARQUINI

RIAL RACING

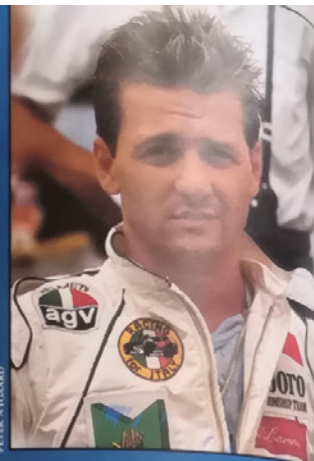
CHRISTIAN DANNER — Born W.Germany April 9, 1948. Formula Two. 1985 F3000 Champion. First Grand Prix Belgian in 1985 for Zakspeed. 1985 Zakspeed. 1986 Osella and Arrows. 1987 Zakspeed.

NICOLA LARINI — Born Italy March 19, 1964. 1987 Italian Formula Three Champion. First Grand Prix Spanish in 1987 for Coloni. 1987 Coloni. 1988 Osella. 1989 Rial?

TEAM — Set up for 1988 by wheel manufacturer Guenter Schmid, who had run in Formula One before under the ATS banner. Team achieved a lot in first year considering small budget.



CHRISTIAN DANNER



NICOLA LARINI

ONYX GP

STEFAN JOHANSSON — Born Sweden September 8, 1956. 1980 British Formula Three Champion. Formula Two. First Grand Prix British in 1983 for Spirit. 1978 Shadow. 1983 Spirit. 1984 Tyrrell and Toleman. 1985 Tyrrell. 1985-86 Ferrari. 1987 McLaren. 1988 Ligier. 1989 Onyx.

BERTRAND GACHOT — Born Belgium December 22, 1962. Formula Three. F3000. First Grand Prix Brazilian in 1989 for Onyx (scheduled).

TEAM — Now to Formula One with car designed by Alan Jenkins, but well known for its achievements in Formula Two and F3000. Winner of 1987 F3000 Championship with Stefano Modena.



STEFAN JOHANSSON



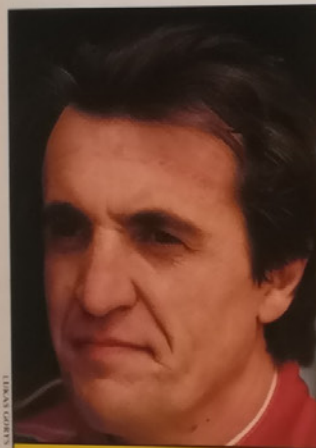
BERTRAND GACHOT

OSELLA SQUADRA CORSE

PIERCARLO GHINZANI — Born Italy January 16, 1952. 1978 Italian Formula Three Champion. Formula Two. First Grand Prix Belgian in 1981 for Osella. 1981-85 Osella. 1985 Toleman. 1986 Osella. 1987 Ligier. 1988 Zakspeed. 1989 Osella.

PASCAL FABRE — Born France January 1, 1960. Formula Three and Formula Two. F3000. First Grand Prix Brazilian in 1987 for AGS. 1987 AGS.

TEAM — One of Formula One's grittiest little teams, which always hangs on no matter what the financial difficulties. Entered in 1980 but has yet to emulate its Formula Two competitiveness.



PIERCARLO GHINZANI



PASCAL FABRE

ZAKSPEED FORMULA RACING

AGURI SUZUKI — Born Japan September 8, 1960. F3000. 1988 Japanese Champion. First Grand Prix Japanese in 1988 for Larrousse Calmels Lola. 1988 Larrousse Calmels Lola. 1989 Zakspeed.

BERND SCHNEIDER — Born W.Germany July 20, 1964. 1987 German Formula Three Champion. First Grand Prix Mexican in 1988 for Zakspeed. 1988 Zakspeed.

TEAM — Entered Formula One in 1985 under the direction of Erich Zakowski, a successful saloon car entrant. One of its biggest mistakes has been to use its own troublesome turbo four. Maybe now it has exclusive use of Yamaha's V8 it will begin to produce some worthwhile results after a dismal 1988.



AGURI SUZUKI



BERND SCHNEIDER

EURO BRUN RACING

GREGOR FOITEK — Born Switzerland March 27, 1965. Formula Three. F3000. First Grand Prix Brazilian in 1989 for Euro Brun (scheduled). 1989 Euro Brun.

TEAM — Entered Formula Three in 1988. Owned by Swiss slot machine magnate and sportscar entrant Walter Brun.



GREGOR FOITEK

EQUIPE AGS

PHILIPPE STREIFF — Born France June 26, 1955. Formula Three and Formula Two. First Grand Prix Portuguese for Renault in 1984. 1984 Renault. 1985 Ligier. 1985-87 Tyrrell. 1988 AGS.

JOACHIM WINKELHOCK — Born W.Germany October 24, 1960. 1988 German Formula Three Champion. First Grand Prix Brazilian in 1989 for AGS (scheduled).

TEAM — Hard trying little French team which was always competitive in Formula Two but a laughing stock with early Formula One Motoren Moderni-engined JH22 in 1986 and subsequent Cosworth-powered version in 1987. Made a lot of ground in 1988, however, with simple JH23 driven by Streiff.



JOACHIM WINKELHOCK



PHILIPPE STREIFF

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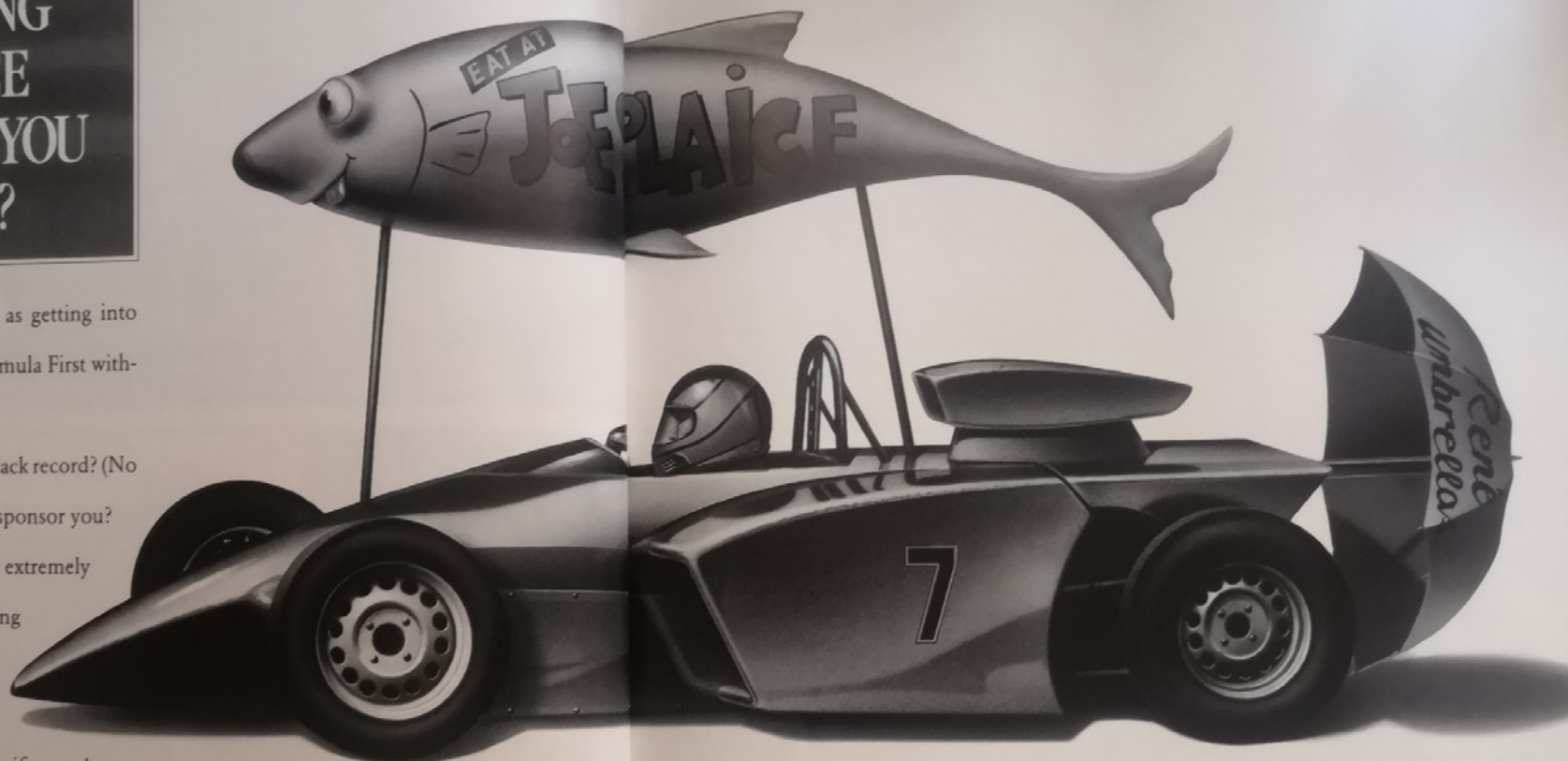
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£2,500	90.38	63.48	52.54	45.05
£5,000	180.76	126.97	105.09	90.09
£7,500	271.14	190.45	157.63	135.14
£10,000	—	253.93	210.18	180.19

With this table, you can choose the exact loan repayment you want.
EXAMPLE: £5,000 over 5 years, £126.97 x 60 months. Total cost of credit = £7,618.20 (APR 19.5%).

Amount of loan required £ _____ Term required _____
Name _____ Date of birth _____
Home address _____

Is this property in joint names Yes ☐ No ☐ Telephone _____

How long at this address _____

If less than 3 years, previous address _____

Are you married ☐ single ☐ widowed ☐ separated ☐

Occupation _____

Basic annual salary* £ _____

Details of additional income _____

Employer's name & address _____

Telephone no. _____

How long in present job _____
If less than 3 years, previous employer _____

If self employed, company or trading name _____

Mortgage and credit commitments	Name of Building Society/ Bank/Finance co.	Monthly payment	Outstanding balance
1st Mortgage			
2nd Mortgage			
Other current credit HP loans, etc.			

Name and branch of bankers _____

Current account no. _____

INSURANCE: if you wish to insure your loan for complete peace of mind, a small additional premium can be made by monthly standing order. Please tick box for a detailed breakdown ☐

I confirm that the information on this form is complete and correct to the best of my knowledge and belief. I also authorise you to make any enquiries you deem necessary for this application.

Signed _____ Date _____



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*Please enclose one or more of the following: Last 2 years audited account ☐ Recent payslip ☐ Latest tax assessment ☐ Form P60 ☐ Send to: Security Pacific Finance Ltd, Freepost, 308-314 Kings Road, Reading, Berks, RG1 1BR.

RCS 1.88

BRITS IN FORMULA ONE

Britain leads the world in motor racing, yet it last crowned a World Champion in 1976, when James Hunt snatched the crown from Niki Lauda at a streaming Mount Fuji.

Hunt was the survivor of a lost generation, any of whom might, like Lauda, have raced well into the Eighties. Hunt's contemporaries were three men of immense potential: Roger Williamson, Tony Brise and Tom Pryce. Roger died at Zandvoort in July 1973 when David Purley's fight against cowardly marshals proved fruitless. Tony perished in the air crash when Graham Hill and other members of the Embassy Hill team hit trees in fog trying to land at Elstree in November 1975. Tom was killed at Kyalami in March 1977 in the freak accident, when two marshals ran across the track to tend to team-mate Renzo Zorzi's stricken Shadow, and he struck one of them at full speed. It has taken Britain a long time to recover from those setbacks, longer than many think. Yet all it needs is Julian Bailey to confirm a ride with First Racing to bring the tally of Britons in Formula One in 1989 perilously close to FISA's ridiculous 1990 maximum of eight. They may not all be in hyper competitive drives, but at least there are now six men representing the Old Country, and we'll deal with them here in the safest way — alphabetical order!

BY DAVID TREMAYNE



As he received the plaudits of an excellent drive to victory in the 1987 Brands Hatch Grand Prix, for F3000 cars, Julian Bailey wore the sort of glum expression usually practised by Grand Prix winners. It was, after all, his greatest race and his most significant success. In fact, he looked slightly comical wearing a red Brands Hatch winner's hat atop a blue one from Avon Tyres. But there was nothing comical about his rejoinder when he was told it would be alright if he smiled. "I'm not thinking about today," he growled. "I'm thinking how I'm going to use this to get into Formula One next year."

It should have sounded like bravado but somehow didn't, but in some ways Julian was the last of the new crop of young Britons one would expect to see as the next in Formula One. Yet somehow he managed the magic trick of parlaying that win into a Formula One seat and Camel's W. Duncan Lee undermined every other announcement he'd spent a fortune making at a Heathrow hotel last February by

adding the final disclosure that Bailey would partner Jonathan Palmer at Tyrrell. It was a superb bit of opportunism that must have had the Russell Spences and Andy Wallaces of the world looking open mouthed. Bailey had sold his pub, and added a similar amount to that donated by Paul Carnill of Cavendish Finance to buy the second Tyrrell seat.

It was just his bad luck he did so in a year when Ken's team hit absolute rock bottom. 1988 was a depressing year for Bailey, with few highlights beyond topping the timesheets for a long time in wet free practice in Hungary and beating Rene Arnoux at both Monza and Suzuka. The Tyrrell 017 was an awful car that did little to make him look good. At the end of the year Tyrrell informed him his services wouldn't be required for 1989, and

eventually it became known he had been replaced by Michele Alboreto. Julian is a persistent and resourceful character, however, and as this is written is talking hard with Lamberto Leoni at First Racing with regard to the second seat alongside Gabriele Tarquini. If that doesn't come off, don't write off his chances of returning in 1990 after a season of F3000 mixed with some sportscar outings.



LESLIE GIBBS



This time last year Martin Brundle had taken the biggest gamble of his career by stepping out of Formula One in favour of the plum ride with Tom Walkinshaw racing and the Silk Cut Jaguar team.

It hadn't been a gamble getting out of Zakspeed though, just commonsense. His relationship with Erich Zakowski's team had blown up long before the end of a dreadful year which yielded a mere two points and all but killed his reputation. But it had been a gamble getting out of Formula One altogether. In recent history, Derek Warwick is the only driver to drop out and get back in again, such is the fickle nature of the sport. Once out, you get forgotten very quickly.

Brundle's year began badly when transmission trouble in the opening race at Jerez consigned him to a chase role throughout the remainder of the season as Jean-Louis Schlesser built up a points advantage at the head of the Drivers' Championship table, but five wins finally took Brundle through to the top slot and he clinched the title in the last race, at Fuji. It was a vital success, especially since he'd kept his Formula One hopes alive with a one off appearance for Williams in place of the indisposed Mansell at Spa. His Formula One return brought him the glory of fastest time in Saturday afternoon's wet qualifying session, but also taught him a valuable lesson. By the second half of the race in which he finished seventh, he was physically exhausted. "It reminded me just how tough Formula One is, and that doing sportscars and Formula One is not the way to go."

As openings at Benetton and Lotus closed to him, it seemed his chances of a comeback were not to materialise, but then came the first whispers of a deal with Brabham. Regardless of the team's background it is still a gamble, especially as he will have to prequalify every Friday morning of a race meeting, but he is prepared for that. "If you don't have any faith in the car and the team you would never do it, would you?"

Thus Brundle returns, determined to take care of unfinished business. In the year his old Formula Three sparring partner Ayrton Senna won a world crown — remember the two were in a class of their own in equal machinery in the 1983 Marlboro British Championship — Martin took a world title of his own. But, Formula One is where his heart lies and where he intends to leave his mark. He gave Jaguar 110% last year, and is determined to do the same for Brabham. He could have defended his sportscar title in 1989 and made a lot of money, but instead he wants to win in Formula One. "I wasn't prepared to come back in with a second rate team. After a bit it's inevitable that your motivation goes in that situation. If I couldn't have landed such an opportunity I'd have loved to stay



with Tom. But I reckon Brabham will give me a strong chance..."

Anyone who has witnessed the film of Johnny Herbert's accident in the Brands Hatch F3000 race will know just how fortunate he is to have survived, let alone to have landed the second Benetton seat. When he first tested for the team in late 1987 he was sensationally fast at Brands, bettering the times set in the B187 on the day by regular driver Thierry Boutsen. He was faster than Sandro Nannini and Stefano Modena in subsequent runs at Imola, too, yet politics demanded that Nannini partner Boutsen in 1988. He proved an excellent choice as he matured into a strong runner capable of starring roles such as those he played at Imola, Silverstone and Monza, but team manager Peter Collins didn't forget Herbert.

In an act of faith unusual in the Formula One world, he persisted in his belief that the Essex Formula Three Champion is the next great star by continuing to push his cause and signing him to an option. It was heightened when he was 'loaned' to Lotus for some Monza testing and he proved so capable in the Lotus 100T that designer Gerard Ducarouge began raving about him. Had Benetton not subsequently signed him, Lotus certainly would have. Herbert had won his first F3000 race and looked strong elsewhere, and had led the first section of the race in which he was injured, and it was in the gruesome aftermath that Collins' faith was truly tested as his star lay crippled in hospital. Benetton duly opted to sign him, and sheer dogged perseverance saw him at the wheel of a B188 just before Christmas. By

any account, it was a terrific recovery. After a handful of laps he got down to 1m 22s in very cold conditions, when 1m 15s was a good bogey time. Then he appeared to bog down on 1m 17s before pitting to inform the anxious team he could go no faster. Just as Collins began to put his head in his hands, Herbert roared with laughter and ripped off a string of 1m 14s laps. It was as if he had never been away. What remains to be seen now is his race-long fitness, for he has a definite uphill struggle against his ankle shattering injuries. You can rely on one thing, however: Johnny Herbert is going to surprise a lot of people this season.

After a year of frustration Nigel Mansell is raring to go in his new berth at Ferrari. The arguments with Patrick Head over reactive ride suspension are now a thing

PALMERS F1



JOHN BLAKEMORE

BY JONATHAN PALMER

Happy New Year! I signed off my last column by exuding confidence about the last two races of 1988, Suzuka and Adelaide. The reason for this optimism was an encouraging test session before we went to Japan and I'm relieved that my predictions of a substantial performance improvement for the last two races of 1988 were proved correct.

Racing in Japan really is quite an experience; there are just so many things that are different about it compared to any other country in the world. For a start, the trip from Tokyo airport — Narita — to Tokyo city makes Heathrow seem a mere brisk walk from the West End. Such is the size of Tokyo and the density and speed of the traffic, that it takes the weary jet-lagged traveller two hours in a "limousine" to make the journey — in travelling time that's a bit like having London airport at Bristol! And a "limousine", I should point out, is not quite the Western idea of the word, but the name for the narrow coaches that are used. Probably due to a combination of the lack of physical size of the people, together with the lack of physical space for anything they use, much in Japan seems to be three-quarters size and the coaches are no exception — it's definitely cosy!

There are some splendid hotels in downtown Tokyo and we had the pleasure of staying at one, the Ana, courtesy of our sponsors, Data General, for whom we were doing some promotional work in the capital. Japan is the only place I know where tipping is actively discouraged — there are even notices to that effect — which is a definite plus point as far as I'm concerned. I frequently become irritated at arriving in a foreign country with only large denominations of whatever currency they use in my wallet as the bell boy hovers having left my bags in my room.

When it comes to travelling the 300 miles or so south to the Suzuka circuit from Tokyo, the bullet train is the way to go. 130mph fast, smooth and highly efficient, tickets for this train even have your seat number marked on them. Tyrrell had booked Julian and I into a small businessman's hotel in the town of Yokkaichi, about 10 miles from Suzuka. You've probably heard about those body-sized sleeping compartments that people are supposed to use in Tokyo; well we had a bit more space than that but not by much! Our rooms consisted of a small single bed with just 18 inches width around it, with absolutely no wardrobe or drawer space at all. It did have a bathroom though,

perhaps more accurately described as the Japanese "bathroomette" which is a pre-moulded four foot square plastic unit in which the walls, floor, ceiling, bath, basin and lavatory are all formed as one!

The good thing about the hotel is that it was walking distance to the railway station which was just as well as it turned out that the travelling options to Suzuka circuit were either a fifty pound return taxi ride or a ten pound return train ride with a short taxi trip at the end of that. Rental cars? Well yes, our chief engineer, Brian Lisle, had one and he took two hours driving the ten miles in from Yokkaichi. As I have said, motor racing in Japan is different.

I first raced on the Suzuka circuit back in Formula Two days with Ralt Honda and it is a particular favourite of mine, having a fabulous sequence of corners, all different and interesting, while the track itself rises and falls and even includes a Scalextric type crossover to make it in effect a distorted figure of eight pattern. It is long too, stretching for nearly four miles, which means that the race length is a relatively low 51 laps.

Things didn't start off very well in the first practice session on the Friday morning. After just ten laps a seized

gearbox oil pump in the race car relegated me to the spare, which I continued to use in the afternoon qualifying session whilst the mechanics finished the repair to the race car's gearbox. I had a good trouble-free run then and was reasonably pleased with 19th position bearing in mind lack of running time to set the car up in the morning. Most uncharacteristically for Tyrrell, for whom reliability is normally a strong point, the Saturday morning practice session was also a wash out due to various gearbox and engine problems.

I therefore, went into the afternoon and final qualifying session running the spare car and my engineer, Brian Lisle, and I had to make an educated guess about the set-up. In fact not only did it work, but my Tyrrell Ford 017 felt better from a handling point of view than it had at any time during the year, and I was delighted to knock two seconds off my previous day's time to put me up to 16th on the grid despite the clutch cable having broken which with two first gear corners made things pretty tricky!

Suzuka is notorious for its rain and the fact that we'd had a dry time at the track so far seemed almost too good to be true. To my disappointment, with the car having felt good on full tanks in the warm-up, the rain started to fall an hour and a half before the race start. As we sat on the grid there was a fine drizzle — not enough to put wets on but sufficient for us to be all slightly unsure as to how much grip there would be on the damp track on our slicks.

As it happened the grip level was pretty good. Thankfully I made a good start from my 16th position and actually moved up a few places and with a few first lap dramas I was delighted to come round in 11th place as I started the second lap. I was even more pleased to find that far from falling back into the clutches of the following cars as they found their feet, I pulled away from those behind and was soon on the tail of De Cesaris's Rial ahead. After overtaking him on the third lap I was then following Patrese's Williams, who was about three seconds ahead at this stage. I did drop away but only slowly and after Warwick came off ahead I was now in a solid 9th place.

I remained in 9th place, having a bit of a tussle with Cheever's Arrows until half way through the race when suddenly my previously well handling Tyrrell started to steer itself around the track — clearly I had a problem. It was a puncture and I had to do almost a whole lap slowly before I could get back to the pits for a new set of tyres. This dropped me back to 15th place but nevertheless I was soon charging hard again, revelling in the really excellent handling and thoroughly enjoying myself as I clawed back to finish 12th. Even more promising was the fact that I had set the 6th fastest race lap which I think I would have done with or without a new set of tyres. Clearly we had indeed made a



STEPHEN FARNHAM

substantial improvement in the car's performance.

Unlike the vast majority of people, I returned home after Japan to spend 5 days with Gill and Emily, as well as arranging various business affairs, before heading back out to Australia. Even that wasn't simple. Having arrived at the airport, Gill dropped me off and headed home whilst I found out that my Qantas flight had been delayed seven hours as a consequence of the aircraft being involved in an accident — with a catering truck at Bangkok! Anyway, the aircraft had apparently been patched up with tape (literally!) and eventually I arrived in Melbourne at 5 o'clock in the morning on 7th November. It took a friend of mine to phone me up six hours later to wish me many happy returns before I remembered that it was my birthday too!

On the evening of my arrival I drove out to a little town called Maryborough, some 120 miles or so from Melbourne, to meet an old girlfriend of mine and her family for dinner. What I couldn't get over is just how deserted the roads were; on one particular 60km stretch between two towns I saw just four cars driving between six and seven on a sunny summer evening. Not quite Hampshire! The main purpose of my Melbourne stop-over was to talk at the annual sales conference of Repco, who are linked to my UK sponsor Norma hose clips. It was an enjoyable evening too, and served to remind me just how keenly the Australians follow Formula One.

The Adelaide circuit is another of my favourites; apart from being one of my much loved street circuits, it also features a long straight to make overtaking possible rather than kamikaze like Monaco and an interesting selection of corners. In the past it has been good to me in terms of results too, with a 9th place with Zak's speed in '86 and a career best 4th in the 1987 Australian Grand Prix. Of course the weather helps also, with 30 degree sunshine most of the time!

During the first practice session the Tyrrell Ford 017 seemed fairly well balanced straight away and I had been running around 10th fastest in the early part of the session although lost out later on when I tried the spare car with the old suspension system and other people generally got going. The afternoon qualifying was a little disappointing for me for I recorded 18th fastest time though got stranded out on the circuit just as I was going to use my second set of tyres. During the Saturday afternoon final qualifying session I managed to improve upon my previous day's time by nearly a second to pull me up to 17th on the grid and indeed this would have seemed an excellent qualifying result just a few races ago, although since our new-found competitiveness at Japan, I had high hopes of getting into the low teens or higher here on a street circuit.

The Sunday morning warm-up practice was notable for one of my few driving errors of the year. I was going hard early on in the practice when the track was a bit dusty, which was not a problem in itself except that I missed a gear changing down for about the trickiest corner of the track and that fraction of a second in neutral was enough for me to lose the back end. At any other place on the track a spin might have been harmless, but here the edge was a concrete wall and that's what I hit at about 80mph backwards, which destroyed the left rear corner of the car. It was a pretty heavy shunt and although the car was repairable, with the chassis, engine and gearbox all appearing O.K., Ken felt that there may be hidden damage and that it would be safer for me to take over the spare car for the race.

To my immense disappointment I didn't get far in this. Running in a reasonable 16th place in the early stages just ahead of Gugelmin's March I was optimistic of picking up pace and positions as the car's fuel load lightened and the handling improved. It was not to be; on about the 10th lap I came out of the hairpin before the pits straight to suddenly lose all the drive as the pinion in the differential sheered. I pulled off to the left of the track just by the start/finish line and had the frustration of watching the race to the flag from the pit lane. As others cars slowed, had problems or dropped out I could see where I would have been at any particular time and it was numbing to realise that at the fall of the flag I would have been at worst sixth, possibly fourth or fifth. Still, I'm sure many others were having the same thoughts — to finish first, first you have to finish!

Unfortunately the drama of my weekend didn't finish there. If I thought I'd been unlucky with the flight out to Australia the one home definitely marked up a career best for frustration.

Supposedly flying with British Airways for the whole 26 hour or so flight from Adelaide to London, with two hours to run to Singapore the Captain told us all the cheery news that we would have an additional five and a half hours delay before we could leave there. Anxious as always to save any time I can, on arrival

at Singapore I found that a Singapore Airlines flight was leaving the airport in just 20 minutes also bound for London, so along with Bernie Ecclestone, Ron Dennis, Professor Watkins and the McLaren engineers I made an instant decision to swap flights.

We completed the seven hour leg to Dubai and with just two hours of the eight from Dubai to Heathrow to go, as you can imagine I was feeling pretty pleased with myself having outsmarted the familiar airline delays. Just as I was mentally preparing, contentedly, the 6.00am landing, passport, customs, drive home sequence the Captain announced that due to fog in London we would be diverting to Amsterdam until the weather situation improved. We arrived at Amsterdam at 5.30am and suffice to say that we had hourly projected departure times from 8.00 o'clock onwards, to no avail. For one and a half hours we did not even have the option of being able to get off the plane having been towed out and left parked on the apron, supposedly whilst being moved from one gate to another, which eventually occurred.

You can imagine how frustrated I was becoming as the morning went on, with Singapore Airlines handling the situation particularly incompetently. Eventually it became clear that the Singapore 747 was probably going to stay there the night and so in the early afternoon I swapped to a local KLM flight and finally got into London at 3.30pm local time. The British Airways flight? Yes, that arrived an hour and a half earlier despite their delay much to Julian Bailey's amusement...

What I did get a lot of enjoyment from though was the Rallycross Grand Prix at Brands Hatch. Many will remember that I first did this event back in 1987 and had considerable success running John Welch's old Escort Xtrac and for last year's event I was eager to return with a more competitive car to try and do even better. With the Ford RS200 being about the top car on the current Rallycross scene, I was delighted to be able to have the opportunity to run a spare car that Martin Schanche's team built up in Germany. With backing from Mobil Unleaded and Ford Credit I had high hopes of a competitive

run in the 'A' final at the end of the weekend as a step up from my 'B' final victory last year.

Rallycross really is tremendous fun both for the competitors and spectators. With 650 horsepower and four-wheel drive the performance is phenomenal — round about 0-100 in 5 seconds for example — and what's more, you can put all of that power on to the road on the tarmac and a surprising amount on the loose. On the short Rallycross tracks speeds probably don't exceed 100mph by much but when you think that these cars are pretty much the old Group B rally cars that were hurtling through forests at 130/140mph you can't help feeling that FISA was right to ban them!

The British Rallycross Grand Prix at Brands Hatch is a pretty fraught affair, and whilst it's rapid fire sequence of races is great for spectators it does leave competitors precious little time to sort out any problems on the cars. The handling on my RS200 felt terrific the first time I drove it — very controllable, light to drive and well balanced. Martin had prepared the car with a 2.3 litre development engine he was trying but unfortunately, problems with the electronics meant that we were troubled by misfires and lack of boost for the whole weekend which was a great pity.

In terms of hard results, on the Saturday I finished second in my first heat having led off the line but spun the lead away, and had a substantial lead in my

second heat when the engine misfired to a halt. Sunday once again showed lots of potential but not the ultimate result. In the first of the three runs of heats I won mine by a large margin, setting 5th fastest time of all the competitors though retired from my second heat after cooking the clutch comprehensively — I thought they were supposed to be bullet-proof! My first heat result was fortunately good enough to put me on the back of the grid of the 'B' final but misfire gremlins prevented any serious running in that.

What was particularly encouraging and interesting was the fact that we ran the RS200 on Mobil Unleaded fuel throughout which gave absolutely no problems at all and clearly did not detract from the performance. In all, tremendous fun and I hope to be back this year in an effort to win that 'A' final!

Back to the serious business of Formula One. I see this season as being far and away the most important yet for me in Grand Prix racing. With the strengthened design team, led by Harvey Postlethwaite and incorporating the French aerodynamicist, Jean-Claude Migault, and the highly experienced Brian Lisle, I believe that the 1989 Tyrrell 018 chassis could give me a chance of winning a Grand Prix. Running the Ford Cosworth DFR engine, as run by Benetton in 1988, we should have good and perhaps more importantly reliable power to help put Tyrrell back on the Grand Prix map as a leading team.

One of the best bits of news for me over the winter was when Ken phoned me to say that Michele Alboreto would be my team-mate. Michele's great experience will undoubtedly make an important contribution towards the development of the car and I'm looking forward to working with him in a concerted effort to put us towards the front of the grid. Equally important, as an established Grand Prix winner he's clearly a very quick driver and 1989 will represent the first year that I have had someone of his calibre as a yardstick and target for my own driving performances.

I have never looked forward to a Grand Prix season more! ■



ALAN BRIDGEMAN



ALAN BRIDGEMAN

THYNNE END OF A PLEDGE

BY DAVID TREMAYNE

It is always a pleasure to talk to Sheridan Thynne, Esq. More accurately, to be talked to by Sheridan Thynne, Esq: the answer to any question, one feels, is framed not only in the few seconds before the aristocratic voice speaks, but also in the centuries of breeding which made those cultured tones possible. Few Grand Prix teams boast such a figure: so when Frank Williams was unavailable, at extremely short notice, to discuss his team's 1989 prospects, we were fortunate indeed that his Commercial Director — the aforesaid Mr Thynne, ably assisted by Mr Colin Cordy — should so willingly step into the breach. The other rare ingredient provided by Sheridan Thynne, and a very welcome one, is a regular leavening of humour.

Serious matters first, however: Thynne has been with Williams, with one short interruption, since it became a winning team. The new season brings the tenth anniversary of Clay Regazzoni's memorable Silverstone victory, the first of 40 in those ten years. But 1988 was the first season since that auspicious day that Williams failed to secure a single Grand Prix win. A bitter pill to swallow? The Thynne reply is courteous, but firm. "I don't think swallowing bitter pills is what Formula One is all about: one spends more time looking to the future than the past. We are not thinking at all about 1988, or about Honda terminating their contract so precipitately in 1987; we're thinking about Williams-Renault in 1989, and the

prospects for what Boutsen and Patrese will be achieving this year and next, and the technical and commercial support programme we need to make that happen. Before looking at the Renault relationship, what of the general prospects for Grand Prix racing in the post-turbo era? Will Formula One remain the test bed for high tech developments? "I don't think costs are reduced by the return to a full atmospheric-engined formula, and I don't believe the governing body has sufficient in-depth understanding of how Formula One works to legislate how to control costs. From the chassis-builder's point of view the development aspects of Formula One happen through component

manufacturers: we work closely with suppliers of brakes, plugs, clutches, shock absorbers and so on. The top management of these companies tell us that, while Formula One does not necessarily enable them to discover things that they would not have discovered without Formula One, it enables their discoveries to be expedited because their bright young executives meet their foreign counterparts in a Grand Prix paddock and, being competitive animals, push their own products as hard as they can."

And so to Renault. The English and the French have a long and jealously-guarded tradition of mutual hostility, so will the Thynne diplomacy be taxed by the switch from Judd power to their new partners across the Channel? "Well", comes the answer, "gastronomically it's immediately preferable, and in addition it's a great deal quicker. If one catches the 0630 flight out of Heathrow, one is in business in Paris fairly early that day, whereas our previous engine suppliers required a much longer travel time!"

"More seriously, we are starting a relationship with a very strong international company, one which we believe has the technical and financial muscle to deliver what it takes to bring Formula One into the Nineties." Is there any sense that Renault are a wiser firm since their 1986 withdrawal from the sport, and thus better equipped for their return?

"It's important to remember they didn't actively seek to withdraw from Formula One. They had relatively short notice that Lotus were going to obtain engines from another source, and had some discussions with ourselves and McLaren at that time. My own understanding is that they stopped supplying engines purely because they thought that if they couldn't supply them to Lotus, or Williams, or McLaren, they didn't want to supply them at all and so took the strategic decision to withdraw." "But I know they have kept alive the spark of Formula One within their organisation, and promotional people will be assisting the 1989 programme who were involved in the promotional and managerial

programme when Renault were last in Formula One. The same, but even more strongly, applies to their technical people, several of whom stayed around, and when the decision was taken formally to proceed with the V10 engine in early 1988 the speed with which it was produced indicates that the Formula One enthusiasts within Renault had gone quite a long way down the road beforehand."

A quick clarification: are Renault exclusively with Williams for 1989, but prepared to supply other teams thereafter? "They are exclusively with Williams for 1989, and we will do our utmost to discourage them from considering other teams in 1990 because we think winning



LUKAS GORVY

World Championships is an all-consuming task: it is noticeable that Honda, despite their great success in recent years, has decided that it's wise to supply only one team."

Out on the immaculate Williams shopfloor sits an interim FW12C with a Renault V10 being strapped to its back, and a considerably bulkier object it is than the previous year's units. Two cars had already been despatched to Rio for pre-season testing, the point being to get some decent mileage on them after losing time to the weather at Paul Ricard before Christmas. The arrival of Renault has not, on the face of it, prompted any dramatic change of the Williams livery, nor any major rearrangement of sponsors. Colin Cordy: "The biggest change is that at the end of the 1988 season we said 'Goodbye' to Mobil after ten years. A big part of the Renault deal is that we also take Elf, the French company, who will be supplying petrol and lubes to the team in 1989. Otherwise Canon remain the principal sponsors, while ICI and Barclay remain very much to the fore, and Denim and Fondmetal continue too. We've actually done quite a bit of research into public recognition of the Williams car, and we've found no reason to move away from how it has looked in the past couple of years." So much for the names which will figure on various parts of the Williams cars' anatomy. Inside the cockpit, they will



LUKAS GORVY

be using two names which, in Grand Prix racing, mean unrivalled experience. Thierry Boutsen has 89 Grands Prix under his belt, while Riccardo Patrese, with 176, shares the all-time record. Sheridan Thynne is in doubt as to the qualities that brought Boutsen from Benetton to replace Nigel Mansell.

"He has, first of all, a very serious approach; his testing experience will be of great value, as will his time with Ford and his knowledge of that engine in the early stages of our evaluation of the Renault engine. But he is also extremely competitive in the best sense of the word, highly analytical of the car-engine-chassis package, of a very high level of intelligence,



STEPHEN BARNARD

and we look forward very much to working with him." Colin Cordy reinforces the point: "Frank has been watching Thierry over the years and now thinks he has all the hallmarks of a race-winner. He is further advanced, in his standing as a Formula One driver, than Nigel Mansell was when he came here: people tend to forget Nigel hadn't won any races before he came, all his 13 wins were with us. Thierry drove the car for the first time at the end of November and has put a lot of miles in since then; he's also been brought up to understand the commercial side of Formula One, and with his linguistic ability he's a great guy to work with."

Before singing the Patrese praises, Sheridan



AM BRIZZONE



LUKAS GORVY

Thynne wanted to set the record straight. "There was much publicity in the late summer of 1988, some of it not tremendously well informed, about other considerations that Williams were having. Had we changed both drivers, we would have had no continuity, a situation which this company has never permitted to happen since I came here in 1979, and we would have had almost no testing facility in October and November of 1988. On a more positive note, Riccardo not only has vast engine development and race experience, he is also of an equable disposition and well able to handle lots of hard work and testing."

"We also think he is quicker and more competent than the media were suggesting in mid-year; we gave him a raw deal with the technical problems we had in the first part of the year. In sharp contrast to the suggestion in some of the motor racing press that his race performances improved in the period just before we re-signed him, they went on improving afterwards and he had a pretty strong finish to the year. He was selected for our strong belief in his capabilities, some of which came to the fore again in the period after we had confirmed him for 1989."

For the new season, as they seek a return to winning ways, Williams are defying superstition and designating the new car FW13. How near readiness is it, and what are Sheridan Thynne's feelings as he faces his first full season since his return to the Didcot fold? "The first few races will be run in a modified version of last year's car, and we will deliver FW13 when we have incorporated in it all the items we are currently developing — probably not in time for the start of the European season at Imola."

"As for Formula One, the most critical thing is that more teams win on a regular basis in 1989. McLaren did a phenomenally good job in 1988, aided by the relatively

unsuccessful performance of other teams, and it's very important — for those teams, for Formula One and for McLaren — that results are spread more evenly. If Williams, Benetton, March and Ferrari — not necessarily in that order — can deliver some results, we might see a good season from the spectators' point of view, which did not apply last year. It's a very exciting time for me personally; the previous project with which I was involved (a Formula 3000 team) not having worked out as planned, and Frank to my great good fortune having invited me back. I've been able to change the ground rules and have much greater freedom to develop long-term sponsorship projects, it's an exciting period of change for Williams with our involvement with a company like Renault, and with changes we're making back here it's a season I'm looking forward to with enormous enthusiasm."



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BRABHAM'S BACK



■ BY DAVID TREMAYNE ■

It began as informed speculation in the British specialist press around the time of last year's German Grand Prix at Hockenheim, when a source revealed the chances of a comeback were "50/50". Shortly after the Italian Grand Prix it had a little further substance.

By Suzuka the news was out in the open and at Adelaide the message was there for all to see, emblazoned on Peter Windsor's indulgent T-Shirt: Brabham is Back.

Ever since the lamentable failure of Gordon Murray's final design for the Chessington team, the adventurous but underdeveloped lowline BT55 of 1986, the twice-great team has lost its momentum. Murray left for McLaren at the end of the season, after a 17-year spell that had encompassed such original designs as the BT42, BT44, the surface-cooled BT46 and its outrageous fan-car derivative, and the near wingless BT48. The BT49 took Nelson Piquet to his first World Championship in 1981, and the BT52 to a second two years later. The BT53 was the only car in 1984 capable of competing on even terms with the all conquering McLaren TAGs, and the BT54 was hampered only by its developing Pirelli tyres.

The 1987 BT56 designed by John Baldwin was a capable car that took Andrea de Cesaris to third place in the Belgian Grand Prix, but the magic was no longer there.

The 1988 season was into its third month when it became clear team owner Bernie Ecclestone really didn't intend to field the team after all. Incredibly, one of the sport's most competitive figures appeared content to let it sit on the sidelines for the final year of the turbocharged era.

Ecclestone isn't a man given to blowing his own trumpet, nor to disclosing any more to the press than he feels necessary, but from his few comments to the media it seemed he was occupied enough in his role as Vice President of Marketing at FISA. Former Brabham team manager Herbie Blash and chief mechanic Charlie Whiting also took up FISA rules, and Brabham closed its doors as a Formula One team.

It kept its hand in, however, developing Alfa Romeo's Procar. Since Ecclestone has saddled Murray with the bulky Carlo Chiti flat 12 Alfa Romeo Grand Prix engine back in late 1975, when he did an exclusive deal for the powerplant, that two factions had enjoyed a cordial relationship. Murray somehow massaged the unpromising concept of the wide BT45 into a front runner for 1977, and for 1979 Ecclestone persuaded Alfa to produce a vee version of the unit for the slimline BT48. Though that was subsequently exchanged for Cosworth power for the end-of-79 BT49, the cordiality of the relationship survived. As Alfa's engineers worked on their new V10 engine, John Baldwin and his crew drew up a superbly crafted saloon car chassis based on Alfa's 164 and built in carbon fibre and Kevlar. Even the sceptics who doubted the



PETER WINDSOR

likelihood that Procar would ever see the light of day, were thrilled by its waywardness, visible speed and the scream of the V10 when Riccardo Patrese demonstrated it at Monza. And that was when the rumours of a Formula One return began again.

At that time it was assumed the same old Brabham team would simply be re-activated, but since the end of 1987 there had been behind the scenes moves to sell the team. There had even been suggestions that Alfa Romeo had acquired a significant stake in the enterprise, but by Monza time everyone was still thinking along familiar lines. After all,

who was there with the wherewithal to acquire the team? the only contender appeared to be Walter Brun, and all the pointers there suggested he was hellbent on buying Lotus. None of the other minnows seeking a quick way into Formula One seemed to have anything like the necessary resources to buy out Ecclestone.

According to the speculation, Brabham would run two cars. After his outing in Adelaide the previous year, Stefano Modena's name had long been connected with the project and was linked up again. But the real buzz was Michele Alboreto, on the rebound from Ferrari and on the lookout for a



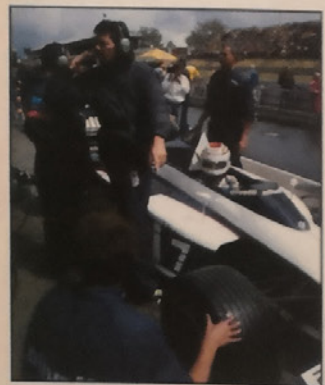


PETER WICKARD

competitive ride. He would, it was said, drive an Alfa V10 powered BT58 (the Procar was the BT57) designed by Baldwin and Sergio Rinland.

The Argentinian was then designer for Scuderia Italia and adopted a conspicuously low profile whenever questioned on the possibility of a move. However, he was not only known to favour a return to England, but was actually only on loan from Brabham to Dallara in the first place, having worked for Brabham for several years as Murray's assistant.

Just before Suzuka it became clear that



PETER WICKARD

the Alfa engine was no longer an option. Fiat has a very clearcut idea of the manner in which it intends to exploit its motorsport involvement, and was going to stick to it even if it meant a little brand engineering. Ferrari was its sole team in Formula One, Alfa would represent it in sportscar racing and saloons, and Lancia in rallies, if it suited Fiat it would put new cam covers on its stillborn Ferrari Indy engine and call it an Alfa and, who knows, it might even relabel the Alfa V10 as a Ferrari if Ferrari's own V12 atmo engine proves unsuitable, but the clear inference was that

friend of both Windsor and Norman, might jump aboard for 1990, and Windsor parried this diplomatically with the comment: "we have a lot of work to do before that. We have to become worthy of a driver of his ability."

As the Formula One circus returned to Europe and work continued apace at the factory, it became apparent that Windsor had gone to ground. Telephone calls were invariably informed he was out, tied up in a meeting. Calls were never returned. Meanwhile, Alboreto was out of the question, and eventually signed for Tyrrell as everyone had expected him to since the British Grand Prix. The Italian had no intention of driving for a team that

nobody else would get near the unit, former relationships notwithstanding. And then came the Japanese Grand Prix and Windsor's announcement that Brun had bought the team lock, stock and barrel and that he himself would move from his job as public relations man at Williams to run the show.

"I've been working on this for some twelve months," he revealed, "and I will be running the company for Walter and will be employing a team manager to cope with the day-to-day aspects."

He also disclosed that Judd engines would be used, but details of sponsorship were sketchy. All would be revealed at a press conference in Adelaide, he promised. When that was cancelled at short notice, and when it also became clear Brun intended to continue with his Euro Brun team into 1989, the situation became even more interesting. Brun, by inference, was not the actual buyer after all. Instead, it transpired he was the representative of a mysterious Swiss entrepreneur called Luhti. Windsor himself did not volunteer such information, but instead spoke of golfer Greg Norman joining as a 'business advisor' "without whose help already I That disclosure inevitably fuelled speculation that Nigel Mansell, a very close

had to pre-qualify for races, proudly believing that his situation had not deteriorated to that extent. Modena still figured in the Brabham mix, and Martin Brundle came strongly into the frame. Former Formula One cam sportscar driver Mauro Baldi's name was also mentioned rather half-heartedly, but one conversation with an uncomfortably taciturn Brundle was more than enough to confirm the seriousness of his interest. Eventually, both did sign contracts.

Windsor, however, was out. Eventually tracked down he passed off his split with the team in glib terms, speaking of only ever intending to put the deals together. He had never planned to get too involved, he claimed unconvincingly, and was happy to pursue other, better, opportunities. Nobody was fooled. Somewhere along the line his deal had come unglued. With Windsor went Norman, and so the mystery deepened. Even now, nobody is sure who really owns Brabham, whether it is still Ecclestone, Luhti or even Alfa.

All that is really certain in one of racing's most intriguing riddles is that Brabham is back, and that it is as serious as ever about winning races... □



ONYX RACING

BY DAN KNUTSON

When the new season gets underway in Brazil, the latest of a long line of British teams will be making its Formula One debut as Mike Earle's Onyx Racing joins the Grand Prix circus.

But while it may be new to Formula One, Onyx is certainly not new to racing.

When Onyx Racing sets up shop in the garages at the Nelson Piquet Autodrome in Rio de Janeiro they will bring with them plenty of racing experience that includes the 1987 Formula 3000 Championship and two drivers with a long list of credentials.

Team owner Mike Earle was a friend of the late David Purley and ran Purley's racing efforts including his brief stint in Formula One. Purley died in a stunt plane crash in 1983. Onyx Racing was, in a way, born out of the Purley team.

In 1984 Onyx ran three Marches in Formula Two in a team headed by the competent Emanuele Pirro. It was the last year for Formula Two as 1985 saw the debut of the Formula 3000 series.

Pirro, driving the Onyx F3000 March, won twice in 1985. He, Mike Thackwell and Christian Danner battled for the championship right down to the final race. Danner took the title after Pirro and Thackwell knocked each other out on the first corner. Pirro ended up third in the championship.

The next year Pirro and the Onyx Racing March won twice and placed second behind Ivan Capelli in the Formula 3000 Championship table.

In 1987, with the help of newcomer Stefano Modena, Onyx Racing finally took

home the Formula 3000 crown. Modena, a former karting champion, had fewer than 20 car races to his credit. He showed his talent with three victories.

Modena signed for the Euro Brun Formula One team in 1988. Onyx Racing, meanwhile, had its worst year ever in Formula 3000. Of the team's three drivers, only Volker Weidler scored points. The German ended up tied for 15th in the final standings.

By the first of this year Earle already had most of his Formula One effort organized.

One car is Alan Jenkins. In 1984 Jenkins and Steve Nichols worked under John Barnard at McLaren. That year McLaren drivers Niki Lauda and Alain Prost won 12 of 16 races and dominated Grand Prix racing. Sound familiar?

Roger Penske then hired Jenkins to design his CART Indy Cars. But the team struggled with the Penske PC15 in 1986 and the Penske PC16 in 1987. Neither car was competitive, and Penske reverted to Marches. Jenkins and Penske parted company in 1987.

Now Jenkins is back in Formula One. Perhaps the most exciting technical feature of the new Onyx is a compact transverse 6 speed gearbox. It's a joint project between Onyx and the XTrac company which has previously been involved on several rally projects.

The cars will be powered by Ford Cosworth DFR engines, the same type of engines used by Benetton last year. Onyx had already placed a deposit for five of the engines

last July. Brian Hart, who has had a long association with Earle, will be in charge of engine rebuilding.

Sponsorship will come from Marlboro (another long-time associate of Earle and Onyx Racing) and Moneytron, a Belgian computer software firm.

Speaking of long time associates, Earle is a close friend of McLaren director Ron Dennis. He was the best man at Ron's wedding.

On the driver front Onyx can claim a combination of experience and new talent

in Stefan Johansson and Bertrand Gachot. Sweden's Johansson is starting his seventh year in Formula One. His first racing triumph came in 1973 when he won the Scandinavian Karting Championship. He won the Swedish Formula Three Championship in 1976 and 1977 and followed that up with the British Formula Three Championship in 1980.

Driving for Toleman, he took third in the 1981 European Formula Two Championship. The next year, driving a Spirit Honda, he was eighth in the series. In 1983 Honda returned to Grand Prix competition for the first time since 1968. They made a low key approach with the Spirit team that was making its Formula debut. In all, Johansson drove the Spirit Honda turbo in six Grands Prix during the later half of the 1983 season.

Honda moved to the Williams team the next year. Spirit used Hart engines and ran Mauro Baldi.

So Johansson started 1984 without a regular Formula One ride. He still managed to compete in six races. He subbed at Tyrrell for three races while Martin Brundle recovered from the injuries he suffered in Dallas.

At Monza Johansson drove for Toleman after the team suspended their regular driver Ayrton Senna. The Brazilian had incensed the team by the manner in which he had wriggled out of his contract in order to join Lotus in 1985. Johansson drove a magnificent race, running as high as third and eventually finishing fourth after a pitstop because of a faulty wheel bearing. Stefan drove two more races for Toleman that year.

1985 arrived and again Johansson didn't have a ride as Toleman had no tyre contract. He just happened to have his driving gear along in Brazil for the season opener and took over Stefan Bellof's ride while the latter worked out a contract dispute with Ken Tyrrell.

Then came something every racer dreams of — an invitation to drive for Ferrari. The team had fired Rene Arnoux after the Brazilian Grand Prix, and Johansson now took over the -28 car. Johansson nearly won at San Marino, only his second Grand Prix with Ferrari. Senna had run out of fuel with just three laps to go, and Johansson shot by into the lead. The 100,000 Ferrari fans cheered so loudly that they drowned out the noise of the engines. Sadly, Johansson ran out of fuel a lap later.

His best finishes in 1985 were a pair of seconds behind team leader Michele Alboreto. In 1986 Ferrari went into a decline which resulted in no wins for the team for two years. Johansson managed several thirds and placed fifth in the 1986 World Championship.

In 1987 he received the magical offer to join McLaren alongside Prost. But McLaren struggled that year as its TAG Porsche engines were no match for the Hondas. Even Prost had his share of troubles, and

Johansson, never able to match the master, was unable to win his first Grand Prix. A pair of seconds helped him finish sixth in the points.

When McLaren signed Senna in 1988, Johansson was again on the job market. He ended up in the disastrous Ligier team. Still, he somehow managed to keep smiling.

If Johansson has had one problem over the years, it's his inability to qualify well. This year the Onyx team will have to pre-qualify just to get a chance to qualify. Team owner Earle places plenty of confidence in the 32-year-old Johansson.

"If you look at Stefan Johansson over the past four years you will see that he has done very little testing," Earle says. "For us he has a lot of the necessary attributes — circuit experience and the ability to adapt quickly and make technical changes to the car. If we take him as part of the family he will get the job done."

The second driver in that family is Belgian Bertrand Gachot.

Like Johansson, Gachot started his career in go-karts. In 1984 Gachot drove 10 races in the Benelux Formula Ford series. He crashed badly at Zandvoort and had to spend a month of sheet time in the hospital.

Accidents and close calls have followed Gachot through his career. He has, as one journalist says, an "exuberant driving style."

At the end of 1984 Gachot visited Brands Hatch for the first time and took part in the Formula Ford Festival. He set the fastest time in qualifying and ended up third overall in the series.

In 1985 he competed in the British Townsend Thoreson Formula Ford 1600

Championship. He won three of his first six races, but after that had engine troubles for much of the season. In the season finale four drivers could have beat Gachot for the title. Two of them crashed into each other on the first lap. Then the third, trying to pass Gachot, missed his braking point and took out the fourth! Gachot motored by the carnage to win the championship.

1986 saw Gachot and Britisher Mark Blundell embroiled in two Formula Ford 2000 Championships. Gachot got two endorsements on his racing license, both after clashes with Blundell. Gachot won five races and the British FF2000 Championship and placed second behind Blundell in the European series. Moving up to Formula Three in 1987, Gachot drove for the Dick Bennet West Surrey Racing Team. He won three times to place second in the British Championship behind Johnny Herbert.

Spirit returned to racing in 1988 and fielded a Reynard Ford in Formula 3000. In the first four races Gachot finished second twice and qualified on the pole once. But after that the team slid backwards. Gachot ended up fifth in the championship.

Still, his efforts over the years earned the 26-year-old Gachot the invitation to join Mike Earle's Onyx team.

So Onyx racing has all the ingredients to go Grand Prix racing. The season will tell how well they all came together. ■



AGENCE FRANCE PRES



AGENCE FRANCE PRES



SENNA

1988

WORLD CHAMPION

Nobody wanted to win a world championship more than Ayrton Senna. Nobody. Ever since he began racing go-karts in his native Brazil in the late 1970s, Senna has dedicated his life to winning the world crown.

Senna reached Formula One in 1984, and that's when the whole world began to get a glimpse of his potential. Who can forget Monaco that year, the fourth Grand Prix of Senna's career? I stood in the pouring rain and cheered as Senna and Stefan Bellof closed in on leader Alain Prost. Officials stopped the race shortly before Senna took over first place. But not before Senna had delivered his message of future greatness.

Four years later Senna would be Prost's team-mate at McLaren. The 1988 Monaco Grand Prix would be another important turning point in Senna's career...a key race in his winning the 1988 world championship.

But we are getting ahead of ourselves. Let's start at the beginning of the 1988 Grand Prix season and follow Senna in his drive to the championship. And let's watch the development of his relationship with his team-mate and main rival Alain Prost.

At the start of the 1988 season Senna had joined Team Marlboro McLaren Honda after three years with Lotus.

That Senna has natural talent is undeniable. Combine that with his intense desire and single-minded approach to racing and you get the fastest driver in Formula One today. The season opened in the searing heat of Brazil. Senna, his familiar yellow helmet looking unfamiliar in the red and white McLaren, set the fastest times in both qualifying sessions and won the pole.

In all, Senna would win a record 13 poles out of a possible 16 in 1988. Only in England, France and Portugal would he miss the number one starting spot. The old record of most pole positions in a single year, held jointly by Ronnie Peterson, Niki Lauda and Nelson Piquet, stood at nine.

BY DAN KNUTSON

A broken gear shift on the grid forced Senna to abort the start and switch to his spare car. He started from the pitlane and drove a stunning race as he climbed through the field to second place behind Prost. Then officials black flagged Senna and disqualified him for his illegal change to the spare car. Round one to Prost.

Next it was on to Imola and the San Marino Grand Prix or, as Senna called it, the question mark race. The Dino Ferrari Autodrome with its fast curves and sharp chicanes makes engines guzzle fuel. The rules in '88 limited the turbo charged engines to 150 litres of fuel for a race, while the non-turbos had no fuel limits.

The fuel rule was meant to create parity between the turbos and the non-turbos. And it worked, except for the McLarens, that is. If you take the McLarens out of the '88 championship table, the turbos and non-turbos split the wins evenly.

But this early in the season nobody knew if the McLaren's 1.5 litre Honda V6 would be able to perform well under the stringent fuel limitations. Senna answered the question by leading every lap.

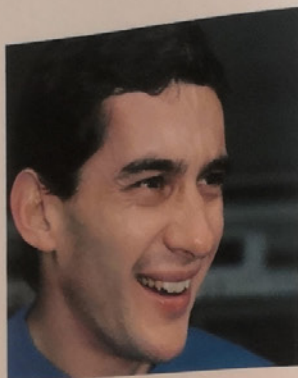
"Today was very satisfying," Senna said after his victory. "Before this year I always had to push all the time. Now I have a car which allows me to control the pace."

Next it was on to Monaco. It was another question mark race... would the McLarens be able to perform their magic act on a street circuit as well? Of course they could. But Monaco was important for another reason. Senna was leading the race until he made a mistake and crashed. Up until that moment it had been a perfect weekend for the Brazilian who had been the quickest in practice and easily controlled the race. The perfection, however, ended in the guardrail.

Senna freely admitted he had made a mistake. Still, exactly why the accident happened has never been revealed. One story is that the McLaren had a slowly deflating tyre, but Senna refused to pit. The accident had a profound effect on Senna. "Monte Carlo was the turning point in the championship," he said after clinching the title in Japan. "The mistake I made changed me psychologically and mentally. I changed a lot inside. It gave me the strength and the power to fight in critical moments. It was the biggest step in my career as a professional, a racing driver and a man. It brought me closer to God than I had ever been."

Those on the outside, meanwhile, looked at the championship table and sagely nodded their heads. After three races Prost had 24 points while Senna only had nine. "We told you so," they said. "Sure, Senna is fast. But Prost's experience is showing through."

Next it was on to the North American tour — Mexico City, Montreal and Detroit. Senna finished second behind Prost in the Mexican Grand Prix. Problems with his pop-off valve dropped Senna behind at the start.



LUKAS GORYS



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LUKAS GORYS



LUKAS GORYS

"The performance of my car and Prost's car were very similar," Senna said, "so whoever got the lead had a big advantage. I had a big understeer problem which wore out my front tyres. And, trying to compensate for it, I blistered my rears as well."

One reason why the two McLarens were so similar was that Prost and Senna worked together during practice and testing.

"We work well together," Senna said in Canada. "Before this year we never spent much time together. Since we are working together we understand each other. So far we haven't had any problems."

Unlike the Williams team where Nelson Piquet and Nigel Mansell openly feuded, the McLaren team usually kept the peace. Prost has always worked well with his McLaren team-mates.

In the Canadian Grand Prix, round four, we saw the first on track pass of the season. Senna chased Prost for 19 laps, then took the lead when Prost got baulked behind a slower car. "I didn't close the door on him," Prost said afterwards. "I didn't think that was fair."

A week later Senna led every lap through the tortuous Detroit streets to win his third straight U.S. Grand Prix.

Senna had been making himself unpopular with the press by failing to show up for the pole winner press conference. In Detroit McLaren director Ron Dennis told the press that from now on his drivers would no longer attend the post qualifying press conferences. The team's debriefing sessions were more important.

The press were also complaining about another aspect of McLaren — the team's domination was creating boring races.

Senna: "I don't care. I had four years in Formula One, always chasing, chasing, chasing. This is the first time in my career that I have had a chance to be competitive."

Dennis: "I don't know what people expect us to do. Do they want us to be less competitive? I don't think we should be criticised for it."

Fortunately, the second half of the season was far more interesting — Senna and Prost battled head to head; they were challenged by other drivers; battles raged for "Class B" (third place behind the McLarens); plenty of political intrigue and rumours made the paddock a fascinating place to be; and we saw McLaren create history.

"I decided to push a little harder in the second half of the season," Prost said. Then he went out and proved it by out-qualifying and out-duelling Senna in the French Grand Prix.

A week later the British Grand Prix marked the first and only time that one of the McLarens wouldn't be qualifying on the pole. Indeed, they didn't even qualify on the front row. Gerhard Berger won the pole and led the opening laps. It was the first time of the season that someone other than a McLaren would lead a Grand Prix.

Senna, though, went on to win in the

streaming rain, while Prost drew the wrath of the French press for his decision to quit rather than risk car and limb for 15th place. It was raining at Hockenheim when Senna won the German Grand Prix two weeks later. Since that wet day in Monaco in 1984, Senna has never been beaten in the rain. Although the lap charts show Senna leading every lap of the Hungarian Grand Prix, it was actually one of the most exciting races of the year. Senna had to hold off challenges from Mansell, Patrese and Boutsen. Then he had to fight off Prost.

At one point Prost got past Senna to slip wide and allow Senna to reclaim the lead. "I was surprised when he tried to close the door on me," Prost said. Senna denied the fact, saying that he had left Prost enough room to get by. The real door slamming issue would come in Portugal.

But first the Grand Prix circus headed for the Ardennes forests and the magnificent Belgian Spa circuit. Senna won there, too. It was his fourth straight win.

"I think it's probably fair to say that Ayrton has now clinched the drivers' championship," Prost said after finishing second. "Ayrton is better than me at the moment."

At the time both drivers had 66 points. But Senna with seven wins had the edge over Prost who had four victories. This would be a championship where second place wasn't good enough.

Meanwhile the press continued to look for any flaws in the Prost/Senna relationship. The trouble, though, was that there were no flaws. Both Senna and Prost scolded the press for trying to create problems.

"Our relationship is even better now than it was at the beginning of the season," Prost said. "I don't see any point in destroying the relationship by working alone. That would destroy the whole team."

Senna's ruthless cut and slash manoeuvres in traffic were one of his assets in 1988. Whether going for the pole in qualifying or lapping a slower car during the race, Senna took risks that Prost freely admitted that he, Prost, was not prepared to take. In the Italian Grand Prix Senna's tactics bit back. With just two laps to go Senna tangled with newcomer Jean-Louis Schlesser and crashed out of the lead. Racing fans will forever argue whose fault the accident was. The result, however, was the only loss for McLaren all year. (Prost had stopped earlier with McLaren's first and only mechanical failure of the season!) The next race, at the Portuguese Estoril circuit, saw the amicable relationship between Senna and Prost break down for the first and only time of the season.

At the start Prost had eased over on Senna, pushing him towards the grass verge. They duelled fiercely for two laps. Then Prost tried to pass Senna on the pit straight. "I was quicker than him," Prost said after winning. "I tried to overtake him and

everyone saw he pushed me into the wall." The margin between the successful pass and a horrific accident could have been measured in centimetres. Senna had handling and fuel consumption troubles and dropped to sixth place. Afterwards, a livid Prost said, "If to win the championship we have to take the risks we did today, then I don't want it..." Within a week, by the time they got to Spain, the two drivers had talked out their differences.

Prost won in Spain. Senna had fuel consumption troubles and ended up fourth.

Then an issue which had been simmering all year exploded. The press accused McLaren and Honda of manipulating the cars of Senna and Prost.

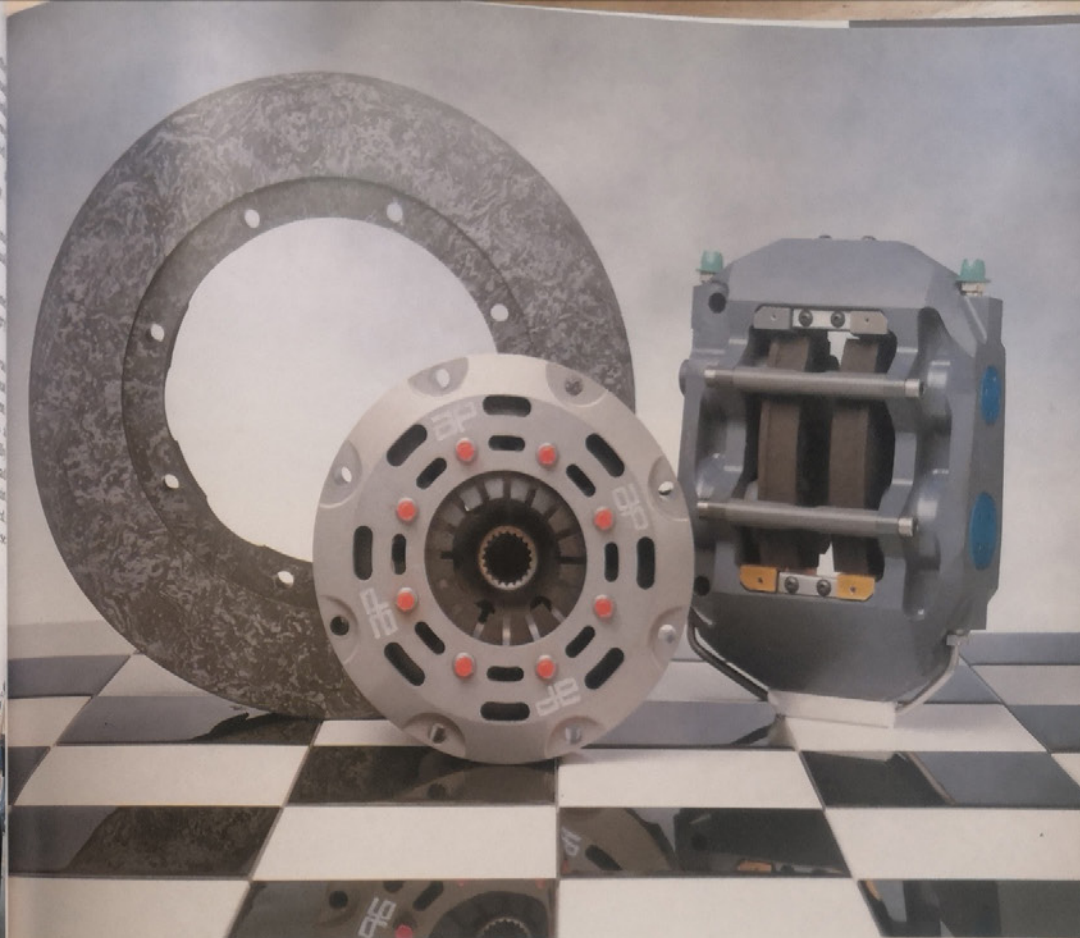
Still, it wasn't just the press who pointed accusing fingers at Honda. Jean-Marie Balestre, president of Formula One's governing body FISA, went so far as to

won over Senna. Dennis reprimanded the press and FISA for the accusations they had made against McLaren and Honda. "I think they deserve an apology," Dennis said. "...fairness and equality is such a fundamental principle of our company. You have done us a disservice." Throughout the season Prost and Senna insisted that McLaren gave them equal equipment. But what about Honda? Were the stories about Honda just pit gossip. It seemed so after Dennis' statements to the press in Australia. But after that press conference Prost was quoted as telling the French press that Honda had given Senna priority treatment. "I think it is obvious that there was a preference on the part of Honda... I really had the impression to have had competitive material only on certain occasions... I won't say that I was duped, exactly the opposite, before the Japanese



write a letter to Honda prior to the Japanese Grand Prix. Balestre's letter asked Honda to insure that Prost and Senna received equal equipment. Gearbox problems during the Japanese Grand Prix helped Prost lose his comfortable lead. The gearbox was McLaren's one weak point in 1988. Senna, who had nearly stalled, drove a memorable race to catch Prost and to win both the Grand Prix and the championship. It was season — another record. And after Senna finally won the title, was it everything he expected it to be? "I had a great moment at the start/finish line (in Japan)," Senna said. "After that I went down. I just felt normal. I felt relaxed. I didn't feel any different. I believe the next time I will get a special feeling is when I get home to my family. The family really knows what it meant for me." At the Australian Grand Prix, which Prost

Grand Prix, certain people, in any case one or two (from) Honda, already told me that Ayrton would be World Champion." Senna's intense desire to be World Champion made him one of the best drivers in the world. Yet his single-track mind and dedication often left him alone from his fans, the press and the other drivers. "I have dedicated most of my time to my profession, but I don't regret it," Senna said after finally winning the title. "I don't think I will change much in the future." Senna returns to McLaren this year to defend his title. He and Prost will have exclusive use of Honda's new V10 motor. It is doubtful that Senna, Prost and the Marlboro McLaren Honda team will match their record 1988 successes to win the 1989 World Championship. As the new World Champion Senna says: "I think our championship is not enough."



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Will the March of Time Bring the Time of March?



BY STUART SYKES

One year ago, the team most likely to make real progress in Grand Prix racing was Leyton House March. A young, all-Latin driving team of Italian Ivan Capelli and Brazil's Mauricio Gugelmin, the exciting design talent of 29 year old Technical Director Adrian Newey — the youngest in Formula One — and the teamwork inspired by manager Ian Phillips, allied to all the resources of the first racing car builders to go public, all pointed in one direction: upward, with fairly rapid mobility. So, as a new season dawns, how does Ian Phillips himself look back on a year in which so much was expected? Two days before Christmas, the man was in his usual expansive mood.

"Was 1988 a big enough leap forward for Leyton House March?", he mused. "Yes, I think so... Like all the normally-aspirated teams, we began the year thinking about the possibility of winning races. A phenomenon named McLaren-Honda soon dispelled that illusion, and we didn't win races — but we came closest of all the non-turbo teams, and we actually led a race — the only atmospheric car to achieve that small feat! What we set out to achieve at the start of '88 was getting one car in the top ten in qualifying, and following that up with one car in the points as a minimum standard for each Grand Prix. I think our actual achievement was underlined by the fact that in the last race of the year in Adelaide we reached that standard and were disappointed — because by then we had come to expect so much more of ourselves. But on reflection I think we can fairly say we not only matched but surpassed the realistic targets we set ourselves for the 1988 season. "The real high points all seemed to come close together in the latter part of the year. At three Grands Prix in a row, in Portugal, Spain and Japan, we actually overtook McLarens in the heat of battle. We were genuinely racing in the top three then, those were not placings we had simply inherited through other teams' misfortunes or failings. Ivan Capelli took second place in Portugal, and then in Japan he actually went past Alain Prost — his own hero — to lead a Grand Prix for the first time. It may have been short-lived, but it felt pretty good at the time!"

So much for the (Very) high spots. Had there been any real lows for March to contend with in 1988? "Well, I have to be honest and say we didn't really achieve anything in Brazil at the first race of the year, which is never encouraging. In a way we tripped over our own ambition in that we tried too much too soon, going to Rio with a car of very advanced design before absolutely everything was in place as it should have been. Things didn't go too badly in qualifying, as I recall (Capelli was ninth on the grid, Gugelmin 13th), but Mauricio's clutch gave out on the start line and after six laps Ivan switched his engine off when the oil light came on. As it happened it was purely an electrical fault, so he could

probably have finished the race.

"But after that inauspicious start we had at least one car finish every race except Detroit, which was certainly another low point for Ivan when he broke his foot. But what we did for the rest of the year was a tribute to the Leyton House March team: the early races may have been tough, but nobody gave upon anything, they all stuck to their jobs, and in the second half of the year we all reaped the rewards when we became the most consistent genuine threat to the McLarens." An ambitious design, said Ian about the car that made its debut in Rio. The March 881 was the first Formula One car penned by Adrian Newey, now in his second spell with the company after a period in the States with the Lola Indycar project. Newey, an aerodynamics and astronautics graduate, started with the Fittipaldi team in Formula One, working alongside Harvey Postlethwaite, joined March to design GTP sportscars, and moved on to create the March 85C CART racer. What did Ian make of Newey's first full-scale Grand Prix design? "A quite brilliant concept. I'm sure that in years to come Adrian will be the star designer on the Formula One stage. He's come on the scene rather as Gordon Murray did a few years back and got to grips at once with the demands of Formula One racing. You don't

done in a very positive frame of mind. The whole car is his domain, he understands all areas relating to it. And yet I suppose that at the start of the season he had less experience of Formula One than practically any other member of the Leyton House March team. Any successful racing team needs an Adrian Newey, and we're very happy that we've got him signed up for the next three years."

Which, by a happy coincidence, brings us to the subject of stability, another fairly rare commodity in the volatile world of Grand Prix racing. Leyton House March are certainly enjoying their share, for 1989 will see the team use the same drivers, the same engine supplier in John Judd, and the same major sponsor in the fast-growing Japanese conglomerate which has recently based a new fashion range on the Latin image of its two young driving stars. How significant is this element of continuity?

"I think," replies Phillips, "that it will be seen to be very significant. And it has been a deliberate policy of ours. Don't forget, we're still relatively new boys to this game, so while we are growing quickly we want as few variables as possible to interfere with that process. On the engine front, we have a very good understanding with Judd (wasn't it curious that March so quickly sorted out the overheating problems that plagued other



LUKAS GORTS

very often find someone who can come up with a first-time design as effective as the March 881 turned out to be." What, then, are new boy Newey's strengths? He has a strong all-round understanding of racing and of racing cars. People tend to label him as purely an aerodynamicist, and sure enough he is very strong in that area; but he also created a car that was mechanically sound and extremely reliable. One thing that really struck me was his contribution to our testing. We went testing for the fairly amazing total of eighty days in the course of the year, every time we went, we made steps forward, and everything Adrian did to the car was

Judd runners?), and naturally we hope to build on that in what will be an intensely competitive year where power units are concerned. Mark my words, we shall be expected to perform in '89, and with the turbos gone there will be no excuses — we've got to deliver. So having all the same ingredients is vital, and that familiarity will be a major help in keeping us up there alongside teams that have been doing this for fifteen years.

"And the drivers? Well, for Latins they're a remarkably calm couple of guys! Ivan in particular never ceases to amaze me, on and off the track. When he's out there his class is

obvious to anyone with eyes: Ivan Capelli is an out-and-out racer, he's going to be a Grand Prix winner and he is a potential World Champion. But out of the cockpit, his enthusiasm for life in general, and his humility — not a word you often use about a man in his position — help keep everybody looking in the right direction. Nothing upsets Ivan; he doesn't let anyone else get down, and he doesn't get down in front of us, even at times when it would seem perfectly legitimate for him to do so. For me, he's a remarkable human being. The March team gels around Ivan Capelli, and if my young son grows up to be a man like him I will be a very proud father. Everything Ivan does is for the good of the team, and that's something else you don't find in many walks of life, let alone our peculiar calling."

High praise indeed, and you sense this is not the usual off-the-top-of-the-head public relations job many managers do when asked about the men in their cars. What of the other, seemingly quieter half of the March driving force? How does his manager rate "Morris", as Mr Gugelmin is popularly known?

"He has been and will remain a genuine asset to the March team. Mauricio is calm but firm, knows very clearly what he wants, and has clearly mapped out his own destiny in motor racing terms. He doesn't switch on and off the way Ivan can, he's always very serious about what he's doing,

but behind all that there is a genuine sense of humour. And the fact that he and Ivan get on so well together does absolutely nothing to hinder the running of the team." So much for a happy and successful 1988: what does the new motor racing year hold in store? The first question on this front, is about the circuits where Leyton House March will be asked to race. Does Ian regret the fact that the wonderful Österreichring at Zeltweg will probably not come back into the calendar, and that there will apparently be a US Grand Prix, most likely at California's Laguna Seca track?

"Well, for one thing, Ivan's got a great record at Zeltweg, and we all think it's a marvellous place as well as a circuit that would probably suit our car down to the ground. But on the other hand, Adrian Newey knows Laguna Seca well, and in any case I believe the attitude towards racing in the States shown by the powers that be in Formula One is right: we should be seen racing there, because the motor industry has such a high stake in that country. Personally, I'm a little sad that we shall not be going back to Detroit, because while it may not be the world's greatest racetrack it had become a very important prestige event for Grand Prix racing."

And finally, there can only be one other question about 1989: how will Leyton House March face up to that phenomenon called McLaren-Honda, even with atmospheric engines in the new uniform

Formula? "All right", comes the measured response, "I am sure they will again be very strong. Their 1988 achievements mark them out as perhaps the best Formula One team there has ever been. But a lot depends on whether Ron Dennis can keep it all together, and I honestly believe that they will be beatable in 1989. We're quietly confident about the package we're putting together: Honda certainly have the power edge, but if we're careful in the way we handle ourselves we can give them a hard time, I'm sure of that."

"We allow ourselves a bit of a break in January, then at the beginning of February we go off testing to Spain. After that, it looks to me as if we'll have a car running somewhere in the world virtually every day! The new March 891 won't be seen in Brazil, but we plan on having three of them available for Imola, the start of the European Grand Prix season. We won't introduce the car until we're fully ready, otherwise we would fall into the 1988 trap we spoke about at the start."

"And just to finish with a note about the sport as a whole, I'd like to reinforce something I've said before: Formula One would not exist without Bernie Ecclestone. Anyone who thinks they could do his job even five per cent as well as Bernie does it is dreaming. His vision is what has made the sport into its present self, and for the rest of us it's Bernie who makes life easy. Rool on Rio!"



THE WORLD CHAMPIONS

Part One

THE BOW TIE AND THE LITTLE YANK



LA PHOTOGRAPHIC

Hawthorn in typical 1958 action (in his 246 at Silverstone): only one race win, but five fastest laps worth a point each clinched the title.

BY STUART SYKES

Anniversaries are much in the air; no sooner have we got over 200 years of Australia than it is time to celebrate two centuries since the French Revolution. Formula One fans may, however, feel more comfortable with another landmark, for in 1989 it is 40 years since the inception of the World Championship for Drivers. No further excuse is needed for a series of articles on the men whose names are engraved in the hearts of all those who love Grand Prix racing. The 1988 season accustomed us all to some mind-boggling facts and figures as McLaren-Honda, Prost and Senna destroyed all known records in a sport besotted by statistics. Prost, as everyone knows, has more Grand Prix victories in his glittering career than any other driver in history, while Senna — en route to what will surely be the first of many titles — won more races in a single season than any man has ever managed.

But do you know who, among the 22 World Champions to date, scored fewest Grand Prix wins in his career? There are in fact two who share the lowest figure of three World Championship Grand Prix wins overall. By a curious coincidence, their surnames begin with the same letter; both of them won only in cars provided by the late Enzo Ferrari;

and by another quirk of fate one of them embarked upon his Grand Prix career in the very race that saw the other score his third and final victory in the context of the World Championship.

If you have not already identified the pair in question, it is time to end your misery. The first is Mike Hawthorn, the second Phil Hill. The parallels continue: Hawthorn was the first Englishman ever to win a World Championship race, and a memorable one at that, in France in 1953, and went on to become the first British World Champion; and if we disregard Indianapolis, where no serious European challenge was mounted until the Sixties, Hill was also the first American to win a World Championship Grand Prix and the first to take the most coveted prize in motor sport.

Of all the World Champions, Mike Hawthorn remains one of the most enigmatic, certainly for those who never met him or saw him in action. Funny how opinions can vary: the respected English journalist Denis Jenkinson remembers Hawthorn as being "as British as remembers Hawthorn and roast beef," but in his the Royal Family and roast beef," but in his own book on Ferrari's drivers the Italian Michele Fenu claims Hawthorn was "British only in appearance." One thing is sure: no

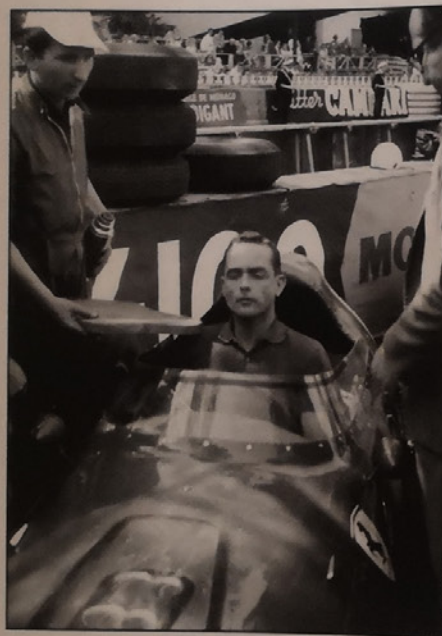
other World Champion ever went motor racing wearing a bow tie, as was Hawthorn's habit, and few have brought to this death-defying activity the sheer bravery that was as much a factor in Hawthorn's success as the skills he showed in the cockpit.

Hawthorn came to World Championship Grand Prix racing in 1952 in a Cooper-Bristol at the Belgian round, and in 1953 embarked upon the first of several spells as a Ferrari driver. Rheims, then more or less the home of the French Grand Prix, was to figure largely in his career, and there in 1953 Ferrari gave him his first victory in a duel with Juan Manuel Fangio's Maserati that has gone down in the annals of motor racing history. Qualifying on the third row, Hawthorn engaged in a battle with the other Ferraris of Alberto Ascari and Luigi Villoresi — but all were outpaced at first by the Maserati of Froilan Gonzales. As Fangio joined in the fun, Gonzales' pit stop let the great Argentine through; by half-distance Hawthorn was in second place and closing, and the run to the flag saw one of the great dices of Grand Prix racing.

Hawthorn must have lived off the memory of that win for a while, for it was not until the last race of the following season that he

tasted victory again. The venue this time was Spain, where Hawthorn shared the front row with Harry Schell (Maserati) Fangio's Mercedes and the Lancia of Ascari, making its debut in the Championship. This time Hawthorn picked up the crumbs from other men's table's; Schell led but spun and retired with gearbox trouble, Ascari's clutch let the Italian down, and a broken oil feed put paid to Maurice Trintignant's race in another of the Ferraris. Hawthorn came home with plenty to spare over Fangio and Luigi Musso, who eventually came second in the other Maserati. Times were even harder, relatively

the very handsome winner's prize at Rheims would do much to alleviate. Hawthorn shared the front row with Schell, by now in a BRM, and... Ferrari team-mate Musso. The Englishman led from lap one to the end, but the race was marred by the accident which killed Musso and blighted Hawthorn's triumph; trailing his stable-mate at the time by some 20 yards, did Musso let the prize on offer affect his judgement and so miss his braking point? Whether that was true or not, Hawthorn then went to the final race of that 1958 season, the Moroccan Grand Prix at Casablanca, needing only to keep Moss in



LAT PHOTOGRAPHIC

A year later, Hawthorn was dead, and Hill was making himself the lynch-pin of Ferrari's Formula One effort. This is the little American in typical concentration at Monaco.

Before becoming top dog at Ferrari, Hill faced fierce opposition from French team-mate Jean Behra; here are the two of them locked in combat at Zandvoort 1959.



LAT PHOTOGRAPHIC

speaking, for Hawthorn after that season, and not until the French Grand Prix of 1958, again at Rheims, did he claim the third and final victory of a combative and mercurial career. In the words of Enzo Ferrari himself, the French Grand Prix of 1958 was "a strange and terrible tale of death" in which the principal players were Hawthorn and Musso, seen by many as the last of the truly great Italian drivers in the mould of Nuvolari and Varzi. Both men were under intense pressure, Hawthorn because the World Championship was in his grasp if he could only beat compatriot Stirling Moss, Musso because of financial problems which

his sights to make sure of the title, and duly obliged. But it needed team orders to stop Hill, now officially Hawthorn's Ferrari Formula One team-mate, upsetting the apple cart by claiming the second spot Mike needed to take the World Championship by a single point from the perennially luckless Moss. Even then, a note of sadness marred the triumph, for Moss's brilliant young Vanwall team-mate Stuart Lewis-Evans died of burns sustained in a high-speed crash. Hawthorn himself had grown tired of racing, and produced an effort of skill and will in the 1958 campaign to grasp, just once, the World Champion's crown. His retirement,

announced at once, was too short to savour, for Mike Hawthorn died in a road crash in his Jaguar the following January, Hawthorn's removal from the scene was only the latest in a series of personal tragedies which ironically, had let Phil Hill into the Ferrari limelight. "A reliable, intelligent driver," was how Ferrari himself described a man whom he considered a more natural sportscar driver than Grand Prix racer, and in a very real sense he was damning the American with faint praise and failing to honour the qualities that carried Hill through some lean times for Ferrari but also won several famous victories.

Born two years before Hawthorn in 1927, Hill, as we have seen, took part in the 1958 Rheims race. Finishing seventh in his Maserati, he earned himself a drive for Ferrari two races later at the Nurburgring, where he piloted an F2 car in the category run alongside the F1 big boys. Two more races, and Phil Hill graduated to a 'proper' Ferrari, of all places at Monza, following the deaths of Musso and Peter Collins. He even had the temerity to blast into the lead on lap one past the Vanwalls of Moss and Tony Brooks and past Hawthorn as well. Tyre stops eventually demoted him to third, but Hill (P.) had arrived on the Grand Prix scene.



LAT PHOTOGRAPHIC

By the end of that 1958 season Hill (left) and Hawthorn were Ferrari colleagues. Note the Englishman's spotted bow tie.

As with Hawthorn, so Hill had to endure two seasons of hard going with Ferrari. Never one to follow fashion, the Ingegnere took time to acknowledge two revolutions — one minor, one major — in Formula One: the advent of disc brakes, and the much more important trend, set by Cooper and Lotus, towards rear-engined cars. Hill worked very hard for fourth place in the Championship in 1959, never managing a race win as a certain J. Brabham swept to the first of his three titles, but 1960 was to bring some consolation in the shape of a first Grand Prix win outside the United States for an American driver. Where else could Hill pick for this finest hour than the spiritual home of Ferrari, Monza itself?

It was the only Ferrari win of the season, but it was a triumph shorn of its lustre by the unfortunate political situation in Formula One. The Italian authorities, mindful of their 'national' team's low-key season, decided to run the Italian Grand Prix on a combined variant of Monza's road sections and legendary banking, a move that led to the indignant withdrawal of all the British entries. Hill, finding the Ferrari a class above the remaining opposition, took pole position and the most carefree of wins — the last for a front-engined car in the history of the World Championship. Hill's second major appearance in the Grand Prix record books came at Spa in 1961, with Formula One now run under

the 1500cc, 450 kilogram rule, and the Tipo 156 or 'sharknose' Ferrari, a car much more in keeping with its illustrious scarlet predecessors. Third at Monaco, second at Zandvoort, Hill went one better in Belgium, taking pole ahead of team-mates Wolfgang 'taffy' von Trips and Olivier Gendebien and winning the race more or less as he pleased.

And so to victory number three. Second in Great Britain, third in Germany, Hill was battling for the title with von Trips. This time Monza had attracted a huge entry, but all eyes were on the two men fighting it out at the front. Tragically, not for long: on only the second lap, tangling with the Lotus of future World Champion Jim Clark, von Trips left the circuit and was killed, as were more than a dozen spectators. Hill went on to win the race and with it the Championship, but like Hawthorn he found his triumph overshadowed by sorrow, and on the victory rostrum America's first World Champion was a subdued and sorry figure. Ferrari did not go to the last race of the season at Watkins Glen, leaving Hill the champion by a single point — by another strange coincidence, the same margin as Hawthorn had enjoyed three years before.

One final strand links the stories of the bow tie and the little Yank, and that is Le Mans, for both Hawthorn and Hill were gifted drivers of sportscars, then almost as glamorous and demanding as the Grand

Prix machines, especially when they performed in the fearsome challenge of the 24-hour classic. Both men were to win Le Mans, but for Hawthorn the occasion was again scarred by the cruelest of accidents. The English driver was thought by many to have inadvertently triggered the worst accident in motor racing history. Braking late to bring his Jaguar into the pits, he saw Pierre Levegh's Mercedes take swift avoiding action and catapult off another passing car into the crowd, its engine cutting a swathe as the car broke up and killing over 80 spectators as well as the driver. Hawthorn had to be persuaded to stay in his car, complete the race and claim a victory which yet again was made hollow by the circumstances of its achievement, and to many observers he was never quite the same force again — at least until that Championship year of 1958.

As for Hill, he won the world's greatest sportscar race not once, but three times, in 1958, 1961 and 1962. Each time it was for Ferrari, and each time with the same partner in Olivier Gendebien, also his Formula One team-mate. But that 1962 win was the last flourish of a career that stretched over 20 years; Phil Hill began a gradual decline that took him away from Maranello to uncompetitive teams, and by 1967 he cried enough. Typically American only in his ceaseless chewing of gum, the quiet man of motor racing retreated to the West Coast of the United States, to marriage, and eventually to that final resting place of former sportsmen, the television commentary box.

If Mike Hawthorn was an oddity with his bow tie and blonde hair, Phil Hill was a rarity — in Grand Prix terms — in his profound love of serious music, a taste he could indulge at La Scala when in his happiest times with Ferrari. They are two of only seven drivers to have taken the World Championship at the wheel of Ferrari cars, and each in his own way was among the most dedicated men the sport has spawned. That they should overlap so closely in their careers, not only in time but in their achievements and the curious manner of them, is one of the endlessly intriguing byways down which followers of Formula One are privileged to wander.



Hill's Championship year, 1961: at Monaco, the distinctive 'nostrils' of the Tipo 156 are clearly visible.

GOODYEAR

BY DAN KNUTSON



In 1965 Richie Ginther drove his Honda to victory in the Mexican Grand Prix. It was the first Grand Prix victory for Ginther and Honda. And it was the first Grand Prix victory for Goodyear tyres.

Goodyear had ended the Dunlop's win streak.

Prior to that October afternoon in 1965 Grand Prix racing had been dominated by Dunlop who had won 67 consecutive races.

Twenty three years after Goodyear's first Formula One win, Alain Prost won the 1988 Australian Grand Prix in a McLaren Honda to bring Goodyear its 216th Grand Prix victory.



Between 1965 and 1988 Goodyear faced serious competition from Dunlop, Firestone, Michelin and Pirelli. During those years Goodyear-shod Formula One cars won 15 Drivers Championships and 16 Constructors Championships.

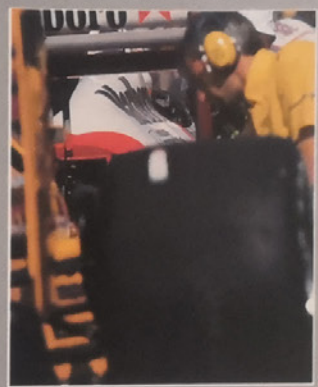
When Pirelli withdrew at the end of the 1986 season it left Goodyear in an unwanted monopoly role in Formula One. Advertising is an important aspect of Goodyear's Formula One program. Part of the problem for Goodyear in a monopoly situation was being taken for granted; it wasn't news when they won. But if a driver had tyre problems, then Goodyear got bad publicity. To make it worse, blaming the tyres is one of the driver's favourite excuses.

The other problem in a monopoly situation was how to fairly supply everybody with tyres. Goodyear solved that problem admirably by limiting each driver to 10 sets of dry tyres per Grand Prix.

"All the teams seemed to welcome the stability that our tyre program brought to Formula One," said Goodyear's Racing Director Leo Mehl. "It's certainly much more economical for both Goodyear and the racing teams."

FISA recognised Goodyear's contribution and awarded it a Gold Medal for Service in 1987.

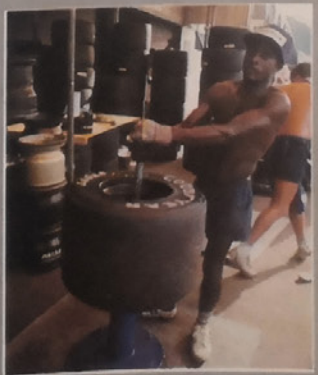
Pirelli's return to Formula One has meant major changes in Goodyear's Grand Prix policies and programs for 1989.

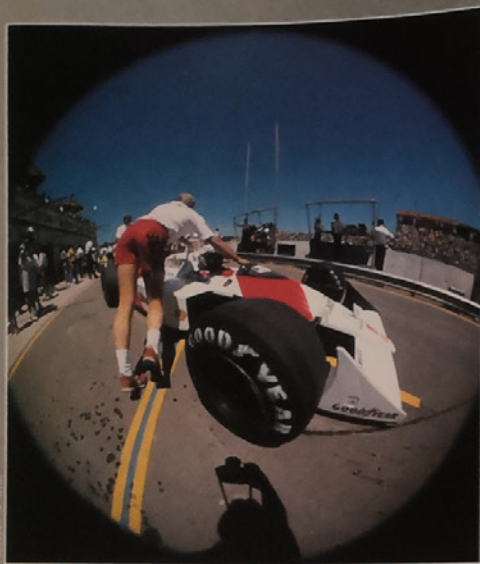


With competition from Pirelli, Goodyear can no longer bring just one tyre compound to a Grand Prix. 1989 will mean that the Goodyear drivers will have a choice (of usually) two different types of race tyre compounds during a Grand Prix weekend. 1989 also sees the unwanted return of qualifying tyres.

At the time of this writing, Pirelli had said it would only supply four teams in 1989. Goodyear, meanwhile, said, given the current situation, it was capable of supplying about 11 teams. That left six teams without tyres.

Goodyear has long advocated that Formula One should have a rule like the ones in





"I'd say at two-thirds of the tracks we will improve the tyres with construction and different molds and different materials, but the compound will pretty much stay the same."

In 1988 Goodyear brought about 1800 tyres to a Grand Prix. That number shouldn't change much this year because although Goodyear will be bringing more tyre compounds, they will be servicing fewer cars.

Moving the tyres and all the equipment needed to service them around the world

creates plenty of logistical problems. All the tyres are constructed in Akron, Ohio. Located in the American Midwest, Akron is the home of the Goodyear Tyre & Rubber Company.

"From past experiences and testing the engineering department will make recommendations for what construction and compounds we will use at certain race tracks," Gaug says. "I will schedule the tyres with our scheduling department and get them made."

"If the races are in Europe we will ship the tyres by ship to conserve money, and by airfreight if we have to. The tyres are shipped to Wolverhampton, England, and from there they take them to the race."

Wolverhampton serves as Goodyear's European base. From there Operations Manager Tony Shakespeare insures that the tyres make it to the tracks. Goodyear brings five trucks with 12 metre trailers crammed with tyres to each race.

For the races in places like Brazil and Australia, Goodyear will send the tyres by boat from Akron directly to the track. The service equipment is then flown in on the FOCA charter jet. In addition to Shakespeare and the British service crew, Gaug and engineers

Steve Meyers, Charlie Schmalix, Ben Heyder and Joe Hubbel fly to each Grand Prix from Akron.

Goodyear obviously doesn't go to all this trouble just because it likes racing. The benefits of Goodyear's Formula One program are twofold. As already mentioned, it's good publicity.

The other major benefit is on the technical front. How does Formula One racing relate to Goodyear's street tyres?

"A lot of the stuff is tested here," Gaug says. "I think Formula One, even more so than Indianapolis, is the forefront of testing materials or chemicals. It's an advanced testing program. A lot of it doesn't relate directly to street tyres, but a lot of it does. A lot of materials are tested here first."

"We have ex-racing engineers all over this company. I can walk anywhere down the streets and halls here and see one. The training cycle is tremendously accelerated in a racing atmosphere. If you put a young kid in the passenger car engineering department, it might take him a year to learn what our guys learn in two or three months. We will make a tyre, have them tested, have the answers, and two weeks later have something else... The development cycle is so much faster in racing than in a normal street tyre application."

One of Goodyear's direct connections between Formula One and the street is its "gatorback" tread design found on some of its street radials. The "gatorback" tread was first seen on Goodyear's Formula One rain tyres.

When the season opens in Brazil, Goodyear will be racing for win number 217.

And they will continue to race and win in Formula One. As Gaug says, "It's a place where we learn more faster."

As this issue of Prix Editions goes to press the feared tyre crisis in Formula One seems to be resolved. When Pirelli first announced its intention to return to Formula One, it said that it would only supply four teams. Goodyear, meanwhile, said it could only supply 11 teams. Since then, with the help of Bernie Ecclestone, both tyre companies have agreed to expand their roles.

Goodyear will supply Ferrari, Benetton, Williams, Lotus and McLaren (its five contract teams) plus Arrows, March, Tyrrell, Rial, Larrousse Lola, AGS, Ligier, Onyx and FIRST. This means that Goodyear will have to take an additional truck (for a total of six) to some events.

Pirelli-shod teams will be Brabham, Minardi, Dallara, Zakspeed, Coloni, Osella and EuroBrun.

Let the tyre wars commence...

Standstill to 100mph
and back in less than 5 seconds

GOODYEAR EAGLE F1

TIME FLIES



GOODYEAR
EAGLE NCT & VR
HIGH PERFORMANCE ROAD TYRES



Fly with the Eagles

MANSELL AT FERRARI

BY DAVID TREMAYNE



Since Nigel Mansell signed his contract to drive for Ferrari in 1989, just prior to the 1988 British Grand Prix, a great deal has happened. At the time he began his latest series of talks with the legendary team, Enzo Ferrari was still alive and the polemics at Maranello had reached fresh heights.

Few observers can recall a time when the internal acrimony within *El Commendatore's* empire was so strong, and there had been some pretty explosive encounters in the past.

Ferrari himself had pushed John Barnard into rushing through the F189 (factory code 639) V12 in time for an early 1988 launch, convinced that a normally aspirated car was the way to go. Technical Director Barnard, and fellow Briton Harvey Postlethwaite believed the turbo route was the best one for the last year of forced induction, and the 639's parallel development programme inevitably took something away from massaging the F187/88Cs (638s) into competitive runners. Barnard believed it was worth sacrificing full competitiveness in 1988 to get the 639 right for 1989, but became a victim himself of the internal political trouble early on when vital technical data wasn't sent from Maranello to his GTO base in Guildford, and the car inevitably ran late. The delays simply added to the confusion that already engulfed an unhappy team.

Ferrari then banished his son Piero Lardi-Ferrari to the road car side of his business after a bitter argument over policy within the racing team.

Barnard didn't attend a race until Ricard in July, by which time Postlethwaite had left to join Tyrrell along with aerodynamicist Jean-Claude Migeot, while engine expert Jean-Jacques His had also quit, to go back to Renault. Mass defections are always a telling morale indicator.

This was the background against which the Mansell deal was forged, and then came Ferrari's death in August. With the passing of the company's founder, who had held it together with an iron discipline and governed with only occasionally benign dictatorship, changes were inevitable. Suddenly the situation was different yet again.



LUCAS GORIS

There had been a measure of uneasy truce after the summer climax. Now there was further upheaval. Ferrari became managed by committee, with Barnard, who had signed a very detailed contract that gave him absolute technical authority, an oasis of autonomy.

As the 639 headed for the Jerez tests and its first public outing in early December, John knew full well that it still carried compromises forced on him by the 'palace revolution' earlier in the year. He was ready to admit some aspects, such as the internal components of his innovative electro magnetically actuated seven-speed gearbox, were far from perfect due to machining errors.

Alain Prost annihilated his opposition with a 1m 22.39s on Goodyear qualifiers in his McLaren-Honda V10, while Gerhard Berger worked down to 1m 24.10s on control rubber. The test revealed shortcomings in the V12 engine's torque and power curves, but the chassis and gearbox worked well. After considerable speculation in the Italian press that the car was a dog, that was satisfying for Barnard and held out hope for the new season even though he is the first to admit to being impressed by the performance of Honda's V10.

While all this was going on, Mansell was playing golf, unable to drive the car until his Williams contract had expired at the end of the month. On January 7th, however, the Englishman was introduced

to the 639 in an acclimatisation session at the team's Fiorano test track. He came away happy with his first run in a Ferrari, having managed around 30 laps which culminated in a spin. The car handled well and behaved smoothly, and as one would expect, he got to grips quickly with the transmission which has neither clutch nor gearlever but a brace of triggers attached to the back of the steering wheel. Both he and Barnard felt it was a good augury, especially as the 639 itself will never race. After its compromise birth, Barnard has gone through it with a fine-tooth comb, raking out the bugs and making small changes throughout. The aerodynamics will be different, the suspension geometry revised, the



LUCAS GORIS



a very happy one, and I think he feels particularly bitter about Monza, where they kept telling him to go slow because of fuel (team-mate Berger won the race). Ferrari is a difficult place for a driver — it doesn't sound like Nigel Mansell's place at all, I think his place is where he was at Williams. They worked well together, and these things don't come easy: it's like Jimmy Clark with Colin or Jackie Stewart with me. These things work, and when they do you keep 'em, you hang on."

So much for the returning favourite son: what about the man who's been in the job for the last two years? "Jonathan Palmer? In his first year for us we won the normally-aspirated title, which we ought to have done: no great feather in our caps, thanks to our experience, but to do it by over 100 points was something else. We had a very reliable year in a car that wasn't particularly good, but better than anything else in its category. But JP did a good job, especially on tighter circuits; and in '88 he scored our only points, again on slower tracks, in a car which was not as competitive compared to the opposition as the '87 car. He deserves a better car than we gave him last year, and that's what we aim to do this year. He's very helpful at sorting out the car, he knows what he wants and he's very positive about it." Positive is not a term you could apply to Julian Bailey's first season in Formula One, when his Tyrrell failed on ten occasions to get into the races proper, and life was generally pretty tough for the young Englishman. Will the damage be terminal in Grand Prix career terms?

"It was unfortunate for Julian that he came to us in perhaps the year of our worst car, which was unexpected from both points of view. He tended to be quicker in untimed practice than times, which is something he would have to think about. Pressure? Undoubtedly he was under pressure, but he never gave me the impression that he was. Whether it was hidden or not, I don't know, but it never manifested itself in any unusual way. I think he will make it in Formula One: he's got a couple of things happening in sportscars and Grand Prix racing, so I hope it works out for him." Talking of sportscars, a former Tyrrell protege, and a young man for whom Ken had high regard, did pretty well for himself at the wheel of a Jaguar in 1988 and returns to centre stage with Brabham in 1989. Is Ken happy to see Martin Brundle back in the thick of things?

"Yes, of course: I was very pleased with his performance in the Williams when he deputised for Mansell at Spa. He was obviously a little bit out of Formula One — his performance in practice was better than in the race, but then Formula One is so much more difficult than sportscar racing. He did a good job and I'm very pleased to see him back. It's going to be difficult for him, mind you. First of all he's got to pre-qualify, and that's a horrific

situation: he deserves better than that, he deserves to be in the top 26, but he was desperate to get back into Formula One... We were talking, but I wasn't able to offer him anything positive — almost an identical situation to 1987, when he left us. But he's definitely got that confidence back!"

In Martin's case, Ken mentioned the pre-qualifying problems new and returning teams face in 1989. What does he think of the new system? "The last I heard was that 39 cars were entered for the Championship." Out come those long fingers as he ticks off the mileage: "That means 13 cars having to go and pre-qualify in Rio... Canada... the States... Mexico... Japan... Australia. Very expensive long-distance travel; and only four of them get into practice; then four more get knocked out. But I don't know how else you can do it. I'm very much in favour of everyone who can manufacture their own car — which you have to do in Formula One — being given the opportunity to do it, but if you say that then you have some kind of false selection process, and I don't see any alternative."

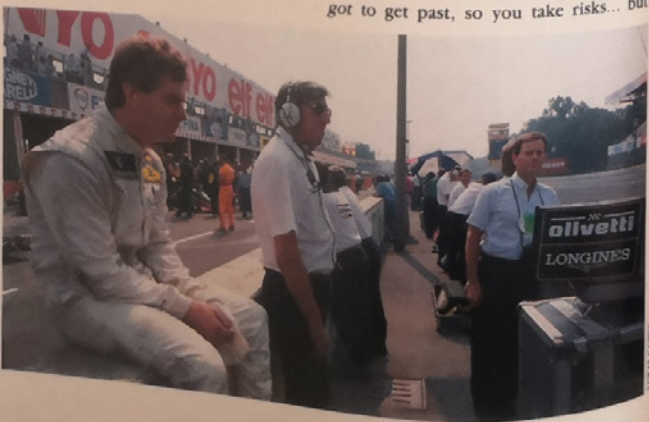
"Cost apart, it's terribly difficult for anyone trying to break into Formula One. When we came in, we never had these problems. I remember the second year we were in, in 1969 at Clermont-Ferrand, the grid was only 13 cars, and we finished first and second; and the only foreign events were Canada and Watkins Glen — and there were only 12 races in the season." Since the mood is historical, this is the moment to ask Ken about the momentous change that occurs in 1989, namely the reversion to a completely non-turbocharged Formula One. Is this a good or bad thing for a class of racing seen as the forcing-ground for all developments in motor cars and their evolution?

"It was an interesting era, technically, although it escalated the cost of motor racing more than one would have wished. But if we hadn't done it by now, we would be thinking of doing it — it's something we've now got out of our systems! The whole of that period saw one or two engines dominate, and that was bad for Formula One, and the last two years have been pathetic because of the almost total dominance of Honda. The difference in horsepower was enormous even last year with the turbo's reduced fuel; but I think the difference between the best and the worst engines in Formula One in the new era will not be more than 30 or 40 horsepower."

If turbos escalated costs, does the inverse rule apply — will a return to atmospheric engines bring Grand Prix figures down to more manageable levels? "I think we are going to see, in the next few years, the return of the major motor manufacturers. I don't think many of them are going to be brave enough to build their own cars, having seen the attempts that have been



made by other people in the past; but we see Yamaha doing what Honda did initially — going with a team that's not doing very well, to see what the engine's like, and if it's good, by the end of the season they'll pop it into one of the top teams." "Renault withdrew from Formula One relatively unsuccessfully with their own car, then make a decision very soon after to return, this time with an engine. And we've got lots of people making engines to go into Group C cars, but are they really going to go there, or into Formula One cars? And I think we're about to see the Ford Motor Company spend much more than ever before on development in conjunction with Cosworth. That would mean the amount of money being spent is perhaps greater than in the past, but probably the bill for those engines will not be sent to the teams: where a manufacturer has a relation with a team, I fancy they'll be on free engines. We ourselves are using a modified version of the Ford DFR, so everything is in place as far as that's concerned."



In similar vein, we have heard a great deal about the return to Grand Prix racing of Pirelli, which would put an end to Goodyear's monopoly on the tyre front, but also imply a return to qualifying mayhem of a kind that Ken Tyrrell used to detest. How does he view the prospect of renewed tyre wars?

"Well, on the one hand, Formula One is all about competition, so the idea of two or three tyre companies is a good thing, and speaking strictly from the team point of view we have not had to pay for tyres recently and would have to do so again if another company returned, so it's a mixed blessing; having said that, another tyre company means we would be back to qualifying tyres, and that's bad — but I don't have any ideas about how you control it. How to make sure you qualify with a race tyre? Even worse, we won't be taking any race tyres at all for the timed sessions, just two sets of qualifiers, so it's back to the three-lap specials, and that's dangerous. If there's a car in front, you've got to get past, so you take risks... but

even worse is that the poor people who have to pre-qualify are going to have to do it on two sets of qualifiers or on one set and one set of race tyres!"

"The one positive thing I would say is that in 1989, as opposed to the seven or eight seconds that separated the front of the Grid from the back in recent seasons, we should see quickest and slowest separated by only about three and a half seconds — and I like that, I think it's good for the sport of motor racing."

Only two points remain, in this Tyrrell survey of Grand Prix racing for 1989: the current state of Tyrrell preparations, and the likely lads among the opposition. "Our new factory will be finished, on the outside, in February, so the interior should be ready, I suppose, about the end of April. We've had dramatic changes in personnel over the past four months, with Harvey

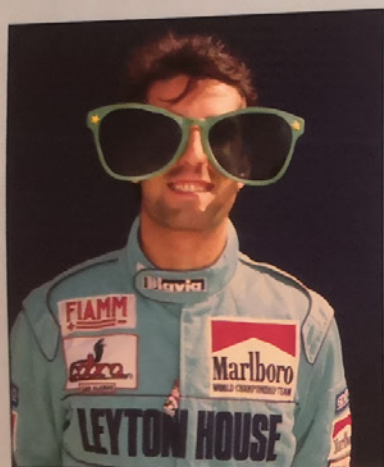
Migeot joining us from Ferrari, and it's all settling down nicely; Jean-Claude is doing a lot of work with our 40% model in the wind tunnel, and the respect fostered together in Italy can only be good for the team. And we're speaking to some interesting people on the sponsorship front; at this stage (January 10) we don't know about Data General, though we do know that we shan't be working with Courtaulds again. On the UK front, there aren't enough people who market a product under the same name world-wide to take advantage of the international exposure Formula One gives."

A last look, then, at the best of the rest. "Teams I expect to improve most?" asks Ken. "If you mean over the 1989 season, then it has to be us! But with the new Cosworth engines I would expect Benetton to go better (he grimaces when mention is made of Lotus, so disappointing in '88); of the drivers, I share the general view that Alex Caffi is one to watch, and despite the fact he's never had competitive

machinery, I like the look of Nicola Larini. The other Italian youngster, Stefano Modena, has a bit of a question-mark over him, doesn't he?" "We all expected him to be so much faster, and I know the car hasn't perhaps been among the most competitive, but I'd just like to see him walk down the pit road with his head up, rather than down between his knees all the time! And I'm not sure all the superstitions — one glove inside out, and all that sort of thing — do much to help. I remember Jackie Stewart saying he was only superstitious about being superstitious. Mind you, there was one thing that, I suppose, became a bit of a superstition about him, and that was that, before each race, he would hand his Rolex only to me: not just to the nearest person, only to me — the problem was I always had to give it back!" ■



IVAN THE TEAMMASTER



SPORTING PICTURES (USA)

By Ruth Starke

Talk to Ivan Capelli and you're unlikely to hear him use the first person singular very often. Like the Royals, "we" is his favourite pronoun only, in his case, it refers to the March Racing Team family and Ivan is very much the favourite son.

He's the first to admit that he feels happiest and works best in a closely-knit team like March where, despite the mix of nationalities, there is a great family feel and a lot of social mixing after hours. New driver, Brazilian Mauricio Gugelmin, seems to have slotted in well. Almost exactly the same age, he and his wife, Stella, joined Ivan and other team members for a few days' holiday in Hawaii before travelling on to Adelaide and obviously the two get on well together.

The last half of 1988 has been particularly rewarding for March with both drivers regularly scoring in the points.

"Since Silverstone, we have improved the performance of the car for every Grand Prix," Ivan says, "and the

results of the last few races prove that the car is really competitive—and everybody in the team as well. But the most important thing for us is, as usual, to try to do our best and to coax from the car all the performance we can get. I don't necessarily think about winning—just to finish in the points. That means that we are competitive and once you are competitive then you can start thinking about fighting to win." That's something Ivan will obviously have to devote a lot more time to next year after his fantastic second place in the Portuguese Grand Prix where he started third on the grid and pushed the eventual winner, Alain Prost, for the lead before easing off with an overheated engine.

"Portugal was the first time in my Formula One career that I have stood on the winners' rostrum and it was very nice to be there—alright, it was fantastically exciting!" he grins, when urged to show a little more enthusiasm.

"The feeling is hard to describe. I had thought about it so often, what it must be like. I suppose all drivers do

who have never been up there. And it was exactly what you expect to get as a reward for all the effort you have put into the race and into the car. You know, you are fighting all the time, with the other drivers, with the lap times, and finally when you are on the rostrum and spraying the champagne you can see down below all your team, your mechanics, your friends, and they're all with you. You are alone but at the same time you are there on the rostrum with your entire team because the win has been for everyone, the power has come from them and you can feel their emotion, too, and it is a fantastic feeling!" Ivan comes from a close-knit Milanese family and he still lives at home while his new house, which he has designed himself, is nearing completion in Cusago. His father has had a very strong influence on his career and watches each race closely but it is too nerve-racking for his mother.

"My family were completely destroyed after my second place in Estoril. They were at home in Milan, watching the race on TV, but because of all the

interviews and talking I had to do afterwards it was a long time before I could phone them. They were in bed—recovering from my attacks, so they said! My mother wailed and carried on, "Oh, Ivan, no more, no more on the rostrum! It is too exciting for my heart. I don't want you up there any more!" Signora Capelli's heart and nerves must have taken another hammering during the Japanese Grand Prix when

repeat now and talked to the mechanics and tried to find some way to cool down a little bit inside because otherwise I would have exploded." Still, for about four hundred metres, Ivan did lead a Grand Prix for the first time ever and he can also claim another distinction—the only driver in the last four years to have led a Grand Prix in a normally aspirated car. Typically, he downplays the glory. "I never really thought I was leading, it was too short a time. What was it,

You know when it is raining... a flash of lightning! That's how quick it was!"

The two drivers did not speak after the race but bumped into each other that night in a restaurant.

"We talked a little bit and he was really surprised by my performance. I said to him, just wait until Adelaide!"

Leyton House, the sponsors of the March team, had somewhat mixed emotions in Japan.



PETER STYLARD

for a few glorious seconds Ivan took the lead from Alain Prost. The glory was short-lived, however, to be rapidly followed by heart-wrenching despair. "It was such an incredible, unlucky failure! The car's electrical system went a little crazy. I was driving normally and the car's performance was really good—fantastic, really. And then suddenly the engine started to have a little bit of misfire and after about one hundred metres it just cut out completely. Suddenly there were no more lights on the board, no warning at all that the engine was about to go dead. We brought the car back to the pits and whoosh! The mechanic turns it on and it starts up right away at the very first attempt! So the electrical system went crazy because something got too warm, probably just a little cable that I decided not to work at that particular moment. My feelings at the time? It was like a knife stabbing me in the back! I had been concentrating so completely, following Prost very closely, and as soon as I realised what was happening to the car every bit of strength and power seemed to drain out of me and it was terrible. I walked back to the pits saying things I cannot



LUKAS GOETS

about five seconds? When I was following Prost I was really in a good position because I understood that our car was really competitive and could give me the possibility to overtake him on the outside, before the long straight. But I realised immediately that it was impossible to keep that lead because Prost has a turbo engine and could overtake me easily. So it was a fantastic feeling, yes, but rather like a—how to say it?

"They were really pleased and excited and then, just as quickly, really upset. But they did fantastic business during the three days of the Grand Prix. They had three shops within the circuit and they sold just over one million dollars of clothes and fashion accessories."

That statistic is of more than passing interest to Ivan because these days he is in direct partnership with Leyton House. He owns 50% of Leyton House Italia, the offshoot of the Japanese parent company, that is designing and producing Italian fashion, including all the March team clothes for next year. He is Vice-President, his father, Graziano, is Managing Director and perhaps he's not joking when he says that his mother, who makes a mean spaghetti and meatballs, is in charge of corporate catering. The company are also involved in real estate and recently acquired an old building in central Milan which they hope to convert to a hotel next year.

Capelli the Milanese businessman? "Well, why not?" he smiles. "The chance was there so why not take it? We have found a very good, very exciting young Milanese designer



LUKAS GORIS



LUKAS GORIS

called Claudio Calestani who has a lot of new ideas. By next February the team clothes will be ready. They'll have the same blue base colour as this year but also feature the soft pastel colours that are very popular in Italy now. After that we can start to produce our range of men's and women's fashion. A little like Benetton but more upmarket and for an older age group. Very discreet, you know? Like the Lacoste polo shirts, just a small monogramme, not with names and slogans all over them. They sell well in Japan but not in Italy."

Ivan's entry into the world of international fashion has probably been the biggest change in his life recently but increased success on the race track has brought its own rewards and problems. "I think I am more well known now. I noticed it more in Japan after the Grand Prix when I was walking around doing some shopping and so many people stopped me, wanting to talk and shake hands. In Adelaide, too, it has been like

this. It's nice, I like it, and certainly it is something that gives you more—self-confidence, power? Whatever is the right word, it is better to be recognised than not. But life has become more difficult because now, after a race, you can't just pack up and leave. Everyone wants to talk to you and find out what has happened to the car or why you did what you did at a certain point. For example, after the Portuguese Grand Prix when we finished second, the very tough job started after the race! You know, I get into the car at two o'clock in the afternoon for the start and after two hours when it is all over I come back to the pits to see my mechanics and there are all these journalists and television people. At seven o'clock in the night I am finally finished! So three hours of interviews and talking and explaining—tougher than the race!" He is joking, of course, but only just. Naturally modest, he doesn't find it easy to talk about or analyse his own motives

or feelings and his intense loyalty ensures that all personal achievements are attributed to the support and work of his team. They say nice guys never finish first and maybe Ivan Capelli is just too nice to ever be a World Champion. But then there's Alain Prost to prove it's possible to be both.

"I am really looking forward to next year because when the cars are similar I can prove to everyone that we can beat top drivers or at least do as well. Next year I think there will be a good fight for the championship. This year has been another learning year for me and for March. Every lap of every race I learn something new. But now we have had a little taste of victory and we are hungry for more, we really want to win!"

He pauses and there is genuine excitement in his voice.

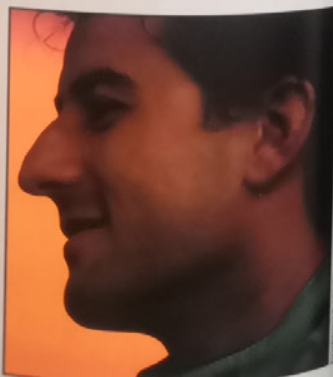
"You know, we are just one little step away from a win—it will only take that little bit more work on the car. Next year I am sure we will make it." ■



LUKAS GORIS



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ITALY'S MOST VALUABLE PLAYERS

BY DAN KNUTSON

If all the Italian teams and drivers decided not to show up for a Grand Prix, the pitlane would have some big empty spaces in it.

Of the 31 drivers competing in the 1988 Formula One season, 11 were Italians. And six of the 18 teams heralded from Italy. Looking back at 1988, a select number of these Italian teams and drivers stood out from the rest: They were Italy's most valuable players.

Who were the brightest Italian stars in 1988? What did they do to become "Italy's most valuable players?" And what can we expect from them this year?

The most valuable front running team: Ferrari.

No competition here. Ferrari is the only Italian team which can be classed in the "haves" column. Osella, Minardi, Coloni, EuroBrun and Dallara are at the other end of the grid in the "have nots" category. Other than Ferrari, only Minardi made it onto the 1988 Constructors Championship points table. Pierluigi Martini scored a lone point for the team in Detroit. Ferrari, meanwhile, was usually the only team that could come close to challenging the McLarens on a consistent basis. Ferrari ended up second in the Constructors Championship. (True, it was a distant

second with 65 points to McLaren's 199). Ferrari was the only team to push the McLarens of Ayrton Senna and Alain Prost off the pole position and off the top step of the winner's rostrum last year. Both honors were earned by Austrian Gerhard Berger who took the pole at Silverstone and also handed McLaren its lone defeat (and set off a near riot by ecstatic Italian fans) at Monza.

Ferrari is not only the most senior Italian team in Grand Prix today, it's also the most senior team of any nationality. It's the only manufacturer to have competed since the start of the modern Grand Prix era in 1950. By the end of 1988 Ferrari had started in 440 Grands Prix. Next on the list of Grand Prix starts are Lotus - 396, Brabham - 343, McLaren - 314 and Tyrrell - 256.

1989 marks the first full Grand Prix season without Enzo Ferrari, father of Ferrari and one of the founders of the modern Grand Prix era. Ferrari died four weeks to the day before Berger won the 1988 Italian Grand Prix.

Enzo Ferrari isn't the only one missing from the new Ferrari picture. The past 12 months saw many key changes on the personnel front.

Designer Harvey Postlethwaite left and now works for Tyrrell as does former

Ferrari aerodynamicist Jean-Claude Migeot. Jean-Jacques His left Ferrari and rejoined the Renault engine department. Also gone is team manager Marco Piccinini who has retired.

Shortly before his death, Enzo Ferrari moved his son Piero Lardi Ferrari from the racing operation to the production car side of Ferrari. Vittoria Ghidella, who was the head of Fiat (owners of Ferrari) and an avid racing enthusiast, has resigned and been replaced by Cesare Romiti.

All this leaves John Barnard solely at the helm of the design office. His Ferrari contract expires at the end of 1989. At the start of the year Fiat/Ferrari management was said to be unhappy with the current arrangement where Barnard runs the design office in England rather than from the Ferrari base in Maranello, Italy.

Despite all the changes, 1989 looks very promising for the Prancing Horse team from Maranello.

Romiti has vowed to uphold the Ferrari tradition and says that Fiat is "ready to help them (Ferrari) in any way and to finance Ferrari back into the victory circle. Ferrari has everything required to return to the pinnacle of Formula One racing."

Included in "everything" are the two hard charging drivers Gerhard Berger and Nigel



Nannini, Capelli, Modena, Martini, Patrese, De Cesaris, Alboreto, Caffi and Ghinzani at the 1988 Australian Grand Prix.

PETER NYGAARD

Mansell. Early season tests showed the new Barnard-designed Ferrari to be very quick. Watch out for Ferrari this year.

At the other end of the grid from Ferrari, the smaller Italian teams — Osella, Minardi, Coloni, EuroBrun and Dallara battled each other and for survival.

The most valuable player award for the small teams goes to Scuderia Italia Dallara Ford and driver Alex Caffi. True, Martini did bring his Minardi home in sixth place in Detroit. But Minardi has been in Formula One since 1985, while 1988 was the first season for Dallara.

Much of Dallara's success was due to its designer — former Brabham engineer Sergio Rinland. Unfortunately for them, Rinland has rejoined the new Brabham team.

Caffi's drives in the red and gold car showed definite talent. On more than one occasion he fought his way into the top 10 only to retire with mechanical troubles. His best finish in '88 was a seventh in Portugal, which was also the best finish of his Grand Prix career.

Caffi was 18-years-old when he began competing in Italy's Fiat Abarth single seater series in 1982. He finished third in the championship that year and followed that up with a second place in the Italian Formula Two Championship.

1986 saw Caffi competing in Formula Three and Formula 3000 races and making his Formula One debut in Osella. In 1987 he drove a full season for Osella. It was a frustrating year for the underfinanced team and its unreliable car. Still, he usually managed to qualify and gleaned what experience he could during the race before the car broke.

Caffi stays with Dallara in 1989. They have expanded to a two car team, and Caffi's new team-mate is the fast but erratic Andrea de Cesaris.

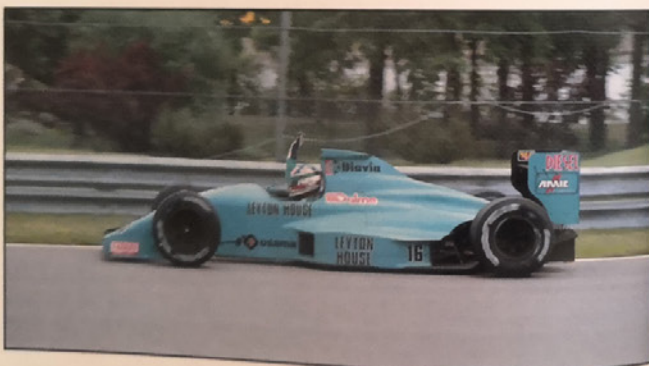
The other teams have seen a considerable amount of shuffling on the driver front. They are joined in 1989 by another Italian team — FIRST.

While Ferrari is the most senior team in Formula One, Italian Riccardo Patrese holds the honors as the most senior driver. He's not the oldest driver in Grand Prix today, but he does have more starts than any other active driver.

The 1989 Brazilian Grand Prix will mark Patrese's 177th Grand Prix start. At the end of 1988 Patrese was tied with Graham Hill and Jacques Laffite with 176 starts. Next on the list of Grand Prix starts come Niki Lauda — 171, Nelson Piquet — 157, John Watson — 152, Carlos Reutemann — 146 and Emerson Fittipaldi — 144.

Another "senior" Italian driver is Michele Alboreto with 121 starts. After five years with Ferrari, Albo has rejoined Tyrrell with whom he started his Formula One career in 1981.

From top: Caffi in a Dallara Nannini, Capelli, and Modena



LUKAS GORNY

PETER NAGARD

LUKAS GORNY

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Andrea de Cesaris

LUKAS GORNY

Both Patrese and Alboreto were overshadowed by their team-mates in 1988. They were also overshadowed by two of the new Italian drivers — Ivan Capelli and Alessandro Nannini.

Capelli and Nannini are relative newcomers to Formula One, yet they have quickly shown that they are championship material. They definitely were among Italy's most valuable players in 1988.

After winning the 1986 Formula 3000 Championship in a privately-run March, Capelli got the chance to enter Formula One on a full-time basis with the resurrected March team in 1987.

His first taste of Formula One had been a one-off drive for Tyrrell in the 1985 Australian Grand Prix. He finished an excellent fourth. In 1987 he only finished in the points once with a sixth place in Monaco.

In 1988, however, he had six finishes in the points including a fabulous second place in Portugal. Problems with the Judd engine, especially early in the season, hampered the progress of Capelli's turquoise-painted March. By the end of the year, however,

the sleek Adrian Newey-designed March 881 was nipping at the heels of the McLarens.

On back-to-back weekends in Portugal and Spain, Capelli passed Senna's McLaren. That's something almost no one managed to do last year. Capelli even overtook Prost to lead the Japanese Grand Prix for a few hundred meters. The only other drivers to lead a Grand Prix in 1988 were Senna, Prost and Berger.

Capelli and his wonderful sense of humour return to March this year. Given the team's improved performance in 1988, Capelli has a good chance to win his first Grand Prix. Nannini spent 1986 and 1987 with the Minardi team. He showed considerable talent in short bursts. In other words, while the car lasted.

When he moved to Benetton he had to learn race craft — how to race competitively for an entire Grand Prix. He also had to learn to race wheel to wheel with the best drivers in the world.

In the rain at Silverstone, Nannini showed his inexperience by twice spinning during his battles with Mansell and Alboreto. He

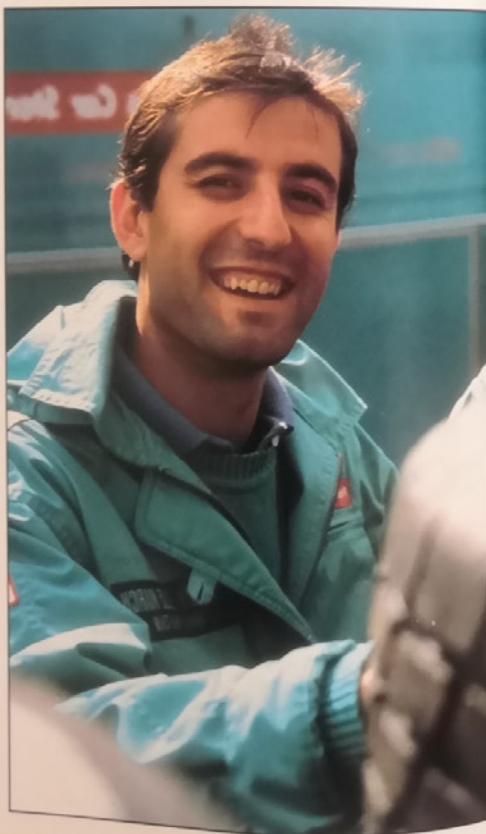
also showed his skill by finishing third. Another fine drive netted the Italian a third place in Spain.

Nannini ended up tied with Capelli for seventh in the Championship. Then, after FISA disqualified the Benettons for using illegal fuel in Belgium, Nannini dropped to 10th in the standings.

In 1989 Nannini becomes team leader at Benetton and will be joined by newcomer Johnny Herbert.

These, then, were Italy's most valuable players in 1988. In closing, there's an interesting footnote about Italians in Formula One.

After meeting in Paris last December, the Federation Internationale du Sport Automobile issued a release which stated "The World Council has decided that it will not be possible for more than eight drivers of the same nationality to take part in the World Championship as from 1990." Just how FISA plans to penalize a country for its enthusiasm for motor sport remains to be seen. ■



Capelli (left) and Ivan Capelli

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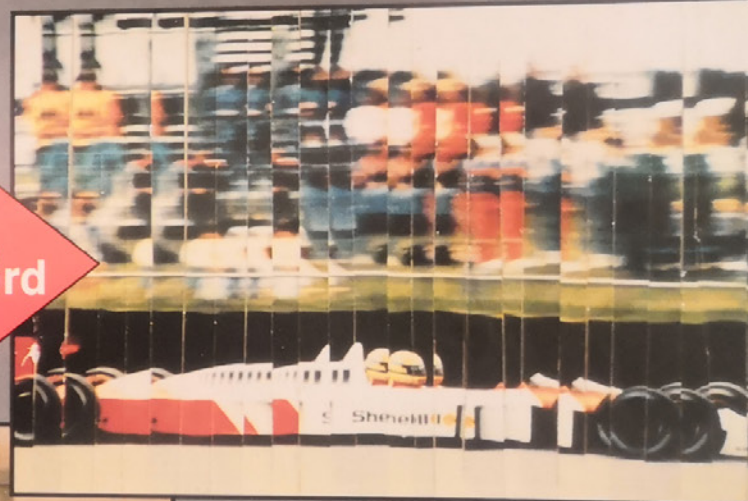
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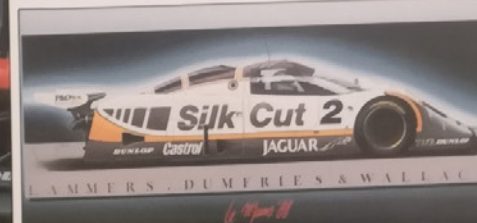
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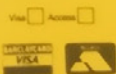
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